

DEMOLITION AT LONGBRIDGE! FULL STORY AND WHAT'S AT RISK

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS

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177 TAX-EXEMPT CLASSICS
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1986, 84400 miles, £1450, Car is sound, runs and drives well, ready for daily use, been serviced



1935, 80412 miles, £5000, Restored in 1979/1980 from unusable condition by previous owner, fully roadworthy, drives



1964, 33001 miles, £5995, Registration ALW942B. It is an enhanced post factory



JAGUAR XJ6 £2995

VOLKSWAGEN BEETLE £9995

MGF £3995

ROVER P5B £24,750

PLUS WE DRIVE THESE CARS FOR SALE

SHOWS CRISIS FORCES CLUBS TO INTERVENE

Clubs organisation vows to help after volunteer shortages lead to a spate of popular motoring events being called off

The organisers of some of Britain's most popular classic shows are being forced to call off events due to a lack of manpower – despite record attendances and turnouts of classic vehicles over the past 12 months.

The Federation of British Historic Vehicle Clubs (FBHVC) says that it will raise the issue at ClubExpo, a conference for members of classic clubs, held at the British Motor Museum, later this month after a spate of shows due to take place in 2020 were cancelled. The issue of recruiting volunteers has been cited as the key reason by most of the organisers affected.

The latest show to be axed for this reason is Lancashire's Leisure Lakes Steam & Vintage Rally, while other recent cancellations include similar events in Derbyshire, Hampshire and Cambridgeshire.

FBHVC communications director, Wayne Scott, said: 'The vast majority of events are not big commercial entities, but rather run almost entirely by a volunteer team or committee.'

'These teams are finding it increasingly difficult to recruit volunteers to come and run these events. It is also another stark reflection of a lack of supply of younger people coming into the scene.'

PLUS IRELAND'S NATIONAL CLASSIC SHOW CANCELLED FULL STORY, P2

PRICE RISERS REVEALED

CCW'S EXPERT ANALYSIS



Driven: TVR Chimaera
Why it's one of 2020's clever buys



Turbo thrills for under £5k!
Top tips for bagging a hot Saab



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9 770959 973267

The classics rising most in price...
...and ones that fell

30 YEARS OF THE BIGGEST NEWS AND BEST DEALS

CLASSIC CAR WEEKLY
BUYING ■ SELLING ■ NEWS



DAIMLER PROTOTYPE FOR SALE
SOLE SURVIVOR'S FULL STORY INSIDE

Jan
15
2020

THIS WEEK

Right now in the classic car world



IT'S TIME TO SUPPORT OUR CLASSIC SHOWS
Why would you want to crawl out of bed at 6am on a rainy January morning? To look at classics, of course – and the fact that the Coffee & Chrome

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Ireland's national show axed

The Carole Nash Royal Irish Automobile Club Classic Car Show, held biennially in March at Dublin's RDS Simmonscourt exhibition centre, has been cancelled.

The show has attracted more than 12,500 visitors from both sides of the Irish Sea in previous years to see more than 250 classics on show – by comparison, the UK's Lancaster Insurance Classic Motor Show had 71,283 attendees.

CCW contacted the RIAC for its view on the show's cancellation, but it did not respond by the time we went to press.

The show's club organiser, Bob Montgomery, said: 'The reason given was the high costs involved. Personally, having organised the four shows held to date, it's very disappointing that there will be no show in the foreseeable future.'

classiccarshow.ie



The TR Register's Ireland branch is one of the clubs that as previously supported the RIAC Classic Car Show.

SCENE

LONGBRIDGE DEMOLITION CONFIRMED

Fans react – and want to know more about what is being preserved

MG Rover's historic Longbridge manufacturing site is to finally lose its two Car Assembly Buildings – otherwise known as CAB 1 and CAB 2 – nearly 15 years after it closed.

A 40-week demolition order on the structures began on 13 January. Site owner, St Modwen, which received the CABs back from leaseholders (and MG Motor UK's parent company), told *Classic Car Weekly* that key buildings and fixtures, including Harris Mann's former 'Round House' design studio, will be retained.

Its spokesperson didn't comment on what the retention plans entailed, promising only to reveal more in due course. St Modwen is also keeping the old Austin administrative block at the back of Longbridge; long-known as 'The Kremlin', it has stood empty since it was vacated in 2016.

SAIC has retained the Longbridge Conference Centre, home to Sir Herbert Austin's preserved office, several high-profile stillborn prototypes and a private museum of significant MG Rover cars. It will continue to use some buildings for R&D work during what is left of its 19-year lease.

A section of CAB 1, last used for car storage and final completion in 2017, is also to be kept; St Modwen is to donate

some of its contents to Longbridge town 'to mark the history of the site'.

The promises made by St Modwen came as scant consolation to Michael Turner of ADO16.info, who, along with many other enthusiasts, tried to preserve the contents of key Longbridge buildings, like the Kremlin, as they were emptied.

He said: 'We fear that the loss of good archived materials, and now the site all but disappearing, has almost wiped any motoring heritage we had. In the future, people will think our motoring past is a myth.'

Arch Austin Rover/BL fan and YouTuber, Steph Holloway, of *Idriveaclassic*, hoped that St Modwen's plans amounted to a serious preservation effort for future generations.

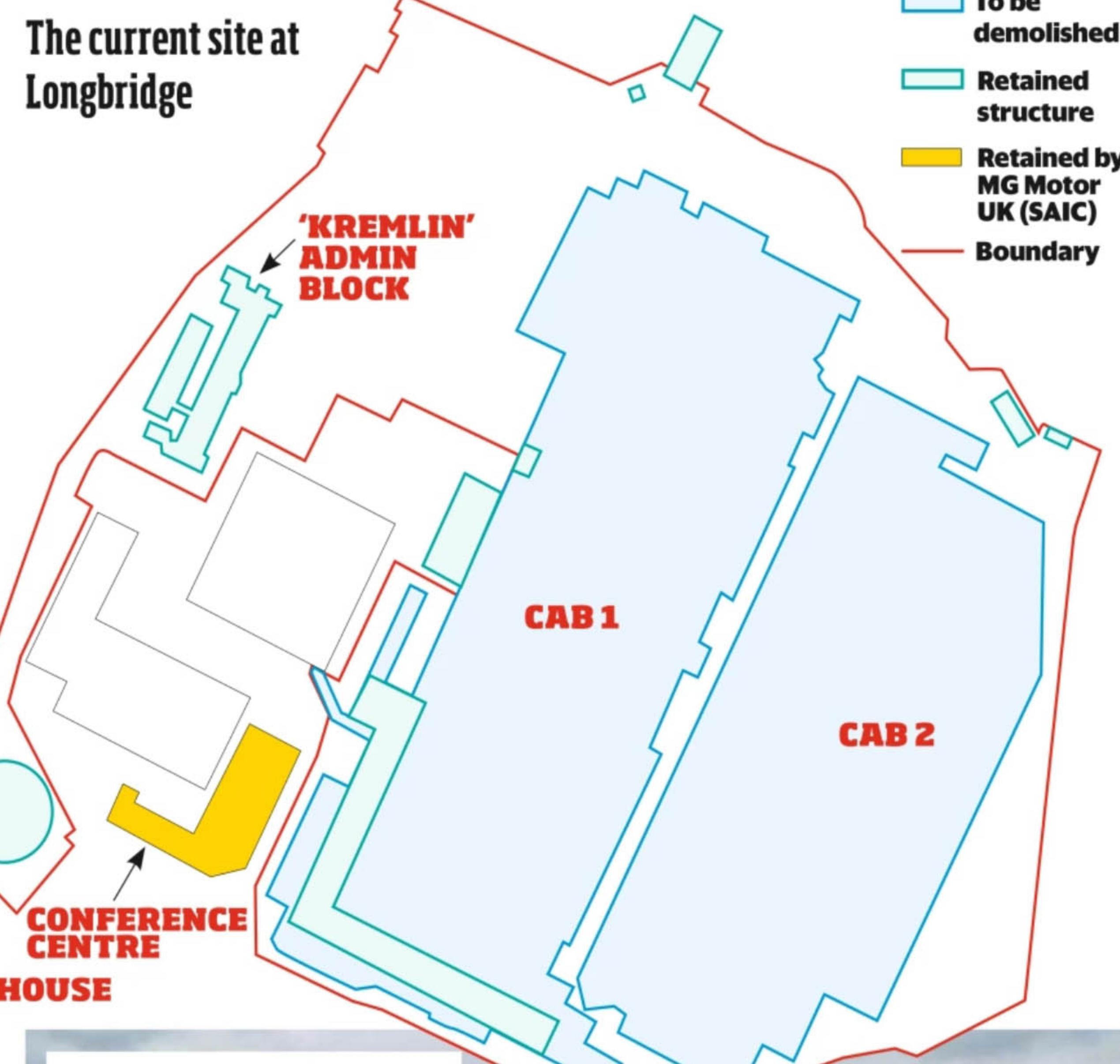
She said: 'I truly believe that we will look back on incidents such as this and wonder why we didn't campaign harder to keep some of our history. It might only be a car factory to some, but those cars gave families all over the world a plethora of memories and it deserves more respect as a place of interest.'

Former CCW editor and AROnline founder, Keith Adams, was, however, cautiously optimistic about the future, provided the curation of Longbridge was done with some sensitivity.

He said: 'This demolition marks the beginning of the end of what has been a long and painful chapter in British motoring history. It's tragic that it has come to this – but one takeaway is that at least the Round House and some other important areas are being preserved for what looks like an admirable cause.'

Jon Burgess

The current site at Longbridge



Fans have gathered outside Longbridge's Q Gate since 2005 – the last was an impromptu gathering last year.



'It might only be a car factory to some, but it gave families a plethora of memories'

STEPH HOLLOWAY, IDRIVEACCLASSIC

event at Chateau Impney that I went to last Sunday was fully booked even at this time of year is proof that there's no shortage of appetite for car shows. So it's a shame that we've seen so many being called off over the

last few months. As this week's issue went to press, the same venue's hill climb was called off. I reckon 2020 is the year to give these shows our full support.

DAVID SIMISTER EDITOR



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Myth Buster: Do Standard 8s and 10s really not have a boot lid?

Value My Classic: How much is this 1.3-litre Austin Metro worth?



p8



p14

Market Stars: The big money winners (and losers) from 2019

PAUCITY OF STAFF IS KILLING OFF SHOWS

FBHVC intervenes to help events organisers to recruit volunteers so that many local shows and classic meets can continue running

The Federation of British Historic Vehicle Clubs (FBHVC) has pledged to help classic car show organisers who are having to cancel events because of falling volunteer numbers.

Demand for historic vehicle events is stronger than ever, according to FBHVC research – it reported a three per cent increase in members of the public attending local classic car shows between 2016 and 2018 in its 2019 Cost of Ownership Survey of approximately 2.6 million people.

FBHVC communications officer, Wayne Scott, acknowledged that while rising costs are also

THE COVER STORY

important – like those that killed off the Manchester Classic Car Show in 2018 and the Belper Steam and Vintage Event last year – having fewer volunteers to call upon causes more problems.

CCW investigated the knock-on effects within motor sport last October, while a smaller pool of marshals was also highlighted in the tragic events of 2019's London to Brighton Veteran Car Run, during which an entrant and his wife were killed.

Despite record attendance figures, the Romsey Annual Classic car and Bike Meet on Boxing Day also signed off for the last time in 2019; this huge show had just six marshals in its final guise.

Organiser, Steve Biddlecombe, said: 'I cannot help but fear that my very good luck [with the show] is coming to an end. I have decided to quit at the top rather than see the event go downhill.'

Wayne added: 'Far more than simple costs, however, is the increasing difficulty in recruiting volunteers and organisers.

'It is a societal issue with people having less and less free time'

WAYNE SCOTT, FBHVC

'The vast majority of events are not big commercial entities, but rather run almost entirely by a volunteer team or committee. These teams are finding it difficult to recruit volunteers – not just young people, but of any age – to come and run these events. It is a societal issue, with people having less and less free time, especially with more and more grandparents having to take on childcare as younger generations work longer hours. It is also another stark reflection of a lack of young people coming into the scene.'

The Leisure Lakes Steam & Vintage Vehicle Rally, held in

Tarleton, Lancashire, is the latest show casualty. Popularity was certainly not the issue – it had grown steadily in ten years from a one-off event into a regular outing on the classic car calendar – but retiring organisers, Peter Wareing and Alan Atkinson, could not find replacements to take the reins, despite previous gatherings having raised more than £330k for charitable causes.

The FBHVC expects to discuss recruitment strategies with member clubs at this month's Club Expo, held on 25 January at the British Motor Museum, Gaydon.

Jon Burgess

'VOLUNTEERS ARE CRUCIAL'

'Having been at the Leisure Lakes Steam & Vintage Vehicle Rally on several of its outings, I'm sad to see it go, and not just because there were usually some superb classics taking part. It really highlights just how important volunteers and marshals are – and even big events that raise thousands for charity might be only

a committee meeting away from running out of people willing to help out. If there's an event near you that's crying out for volunteers, why not give a few hours back and help it to thrive?'

DAVID SIMISTER
EDITOR

IN BRIEF
FotU has a new venue

The sixth Hagerty Festival of the Unexceptional will take place at Grimsthorpe Castle near Bourne, Lincolnshire, on 25 July. The reason for the move has been cited as a need for increased space. The event celebrates ordinary – even maligned – cars from 1966-96, with a centrepiece 'Concours de l'Ordinaire' competition. Applications to bring a vehicle will open on 14 February and a limited number of free public tickets will be available from April.

unexceptionalcars.co.uk



Aston project up for sale

A 1968 Aston Martin – one of just 70 DBS Vantages produced – is up for sale at Brightwells' 4 March sale in Leominster, Herefordshire. The Aston comes from a deceased estate, which had owned the car for 45 years. While 787 DBSs were made, just 70 were Vantages, which boasted a 325bhp version of Aston's famous six-cylinder engine. Off the road since 1998, the Aston is in need of restoration, though looks to be complete. With 88,000 miles on the clock, the four-speed manual DBS is offered with no reserve.

brightwells.com



Large local shows are struggling to find volunteers and marshals in order to run without incident, says the FBHVC.



Escort wins in Cumbria

A 1980 Ford Escort RS200 Custom was awarded the 'Best of Boxing Day' trophy at the Lakeland Motor Museum on 26 December. Owners Bryn and Kath Jackson will keep the unique trophy – a cutaway of a single-cylinder engine – for 12 months. The trophy is awarded to the most interesting and unique car that turns up to the museum's Boxing Day meet. Judged by the museum staff, the Ford was chosen due to the quality of its restoration.

lakelandmotormuseum.co.uk

SMALL CARS SELL FOR BIG MONEY

Rare Matchbox '75' and 'Superfast' models make a six figure sum

One man's lifetime collection of 3000 Matchbox models has netted more than £300,000 at auction.

H&H Classics founder, Simon Hope, 68, began amassing Matchbox 1:75 toys as a child, frequently receiving them as birthday and Christmas gifts.

When his tiny garage grew to include more than 3000 models, Simon decided to sell the entire cache through toy auctioneer, Vectis.

The 1:75 scale cars and trucks included many rare examples; all were in mint condition, right down to their original boxes.

Simon said: '[The collection] just grew – and generally they were bought with amounts of money not missed at the time.'

Vectis specialist, Julian Royse, said: 'There is a big market out there

for items like this, particularly the models from the 1970s, because these things do tend to be generational.

'These toys used to be exported to eastern Europe and surprisingly there is now a really big market in the Czech Republic.

'This collection was astounding and probably had the biggest range of any I've seen.'

CCW's automobilia guru,

David Brown, said: 'Simon's collection included many fine examples of difficult to track down variations of otherwise standard models. Suddenly things that started life as "pocket money" models later sold for big money due to their rarity.'

handh.co.uk
vectis.co.uk



Simon Hope's 3000-strong Matchbox collection attracted bids from all over Europe, with individual models selling for as much as £7000. Together, they made £300k.

'There's a big market for items like this, particularly 1970s models, because these things tend to be generational'

JULIAN ROYSE, VECTIS

Rare Capri's Cameo appearance

Three rare Ford Capri MkIIIs are to be sold at Anglia Car Auctions' 25 January sale.

The first is a unusual version of the entry-level Capri 1.3 – a Tuscan Beige 1981 'Cameo' limited edition, priced at £3995 in 1981 as a loss-leader. Restored in 2009, the car's first owner kept it for 27 years. With 104,750 miles on the clock, the car is estimated to fetch £3000-4000.

The Capri Power forum's Francis Ellingworth said: 'It has a seriously low reserve and is in all probability unique because so few were produced in the first place.'

'It's unmolested with all original panels – it's probably worth £5000 as a shell. For completists it's that elusive ugly duckling that no-one else will have. It all depends on who's in the room on the day; if a collector wants it enough, I don't think £8000-9000 is unreasonable.'

Ford produced just 537 Capri 1.3 MkIIIs in 1981, including the Cameo special edition. Francis said: 'If you want to be different from the rest of the Capri crowd, this is the car to have – and the market will recognise that.'

angliacarauctions.co.uk



1.3 Capri has had just three owners, the first of whom had the car for 27 years. It's joined by two other MkIIIs – an X-Pack Ghia estimated at £18-24k and a 45,000-mile 2.8 injection with a £7-9k estimate.



Some of Simon's favourites, all mint and with boxes: 'Superfast' Porsche 910, '75' Rover 3500 police car, '75' BMW 3.0 CSL and a 'Superfast' Ford diesel Wreck Truck.



STANDARD EIGHT/TEN

1 THERE WAS NO BOOTLID

The one fact that most people think they know is that there was no external boot lid – you had to fold down the rear seat to store luggage. Remarkably, this was marketed as an advantage – the load area was 'dust and rain-sealed'. Neither the Eight of 1953 nor the Ten of 1954 had an opening boot as originally launched, but the Ten Super got one in 1956, and the Gold Star Eight variant followed suit in 1957.

2 THE SC ENGINE COPIED THE BMC A-SERIES UNIT

It's often believed that Standard's overhead-valve SC engine was a thinly-veiled copy of Austin's A-series. The first two versions shared the same cylinder capacity (803cc and 948cc), sported the same bore and stroke and had similar architecture. However, the SC engine had its camshafts, pushrods, inlets and exhaust ports on opposite sides and it was deeper, and therefore heavier. It also had separate ports for each exhaust valve, while A-series engines had Siamesed exhaust ports for the two inner cylinders.

3 THEY WERE ALL BRANDED AS STANDARDS

Not quite. To cash in on the sporty Triumph TR line that was doing well in North America, Standard Ten Companion estates and later Pennants were sold as Triumph TR10s. It seems that some more basic saloons also made their way across the Atlantic, known just as Triumph 10s. There was a plan up until 1953 to call the models not Standards and not Triumphs, but Beavers. It's probably just as well that this didn't happen...

Richard Gunn



Pre-bootlid Standard Eights line up neatly prior to leaving the factory.

Haynes interim closures

The Haynes International Motor Museum has temporarily closed its popular Red Room and Millennium Hall, but the spaces are set to be reopened on 8 February. The rest of the museum will remain open as usual.

haynesmotormuseum.com

Le Mans film's success

Le Mans '66 – a film chronicling Ford's development of the GT40 – has been nominated for four Oscars. The film, under its US name Ford v Ferrari, has been shortlisted for Best Picture, Best Film Editing, Best Sound Editing and Best Sound Mixing ahead of the 2020 awards.

fox.co.uk/le-mans-66

G Wagen stash for sale

German Mercedes specialist, Lorinser, has acquired a fleet of Puch-badged, ex-Swiss Army G Wagons. They're for sale from €15,200 (around £13k). All of the 2.2-litre short-wheel base autos were built between 1990 and 1996 in hard and soft-top form.

sportservice.lorinser.com

MYTH BUSTER

Debunking the most common old wives' tales

FOR SALE

Daimler prototype seeks new home

Offers are being invited for the only surviving Daimler SP252 sports car prototype that has come to market.

Jaguar completed the car, which was intended to replace the SP250 'Dart', in 1963; it's one of only two complete examples built, the other having been scrapped. In all, three chassis and two bodies were built.

The surviving example shares its predecessor's 2.5-litre Edward Turner-designed V8 engine, four-speed gearbox and glassfibre bodywork. The dashboard on the 35,800-mile car is from an E-type.

The car comes with correspondence from former Jaguar chairman, 'Lofty' England, who confirms the car's provenance and reveals that he undertook some of the car's development.

Co-owner Geoff Gammon, from Lincolnshire, said that he and his cousin (and fellow co-owner) Kevin, from Auckland, New Zealand, 'would like the Daimler to go to an out-and-out enthusiast who will enjoy it rather than tuck it away.'

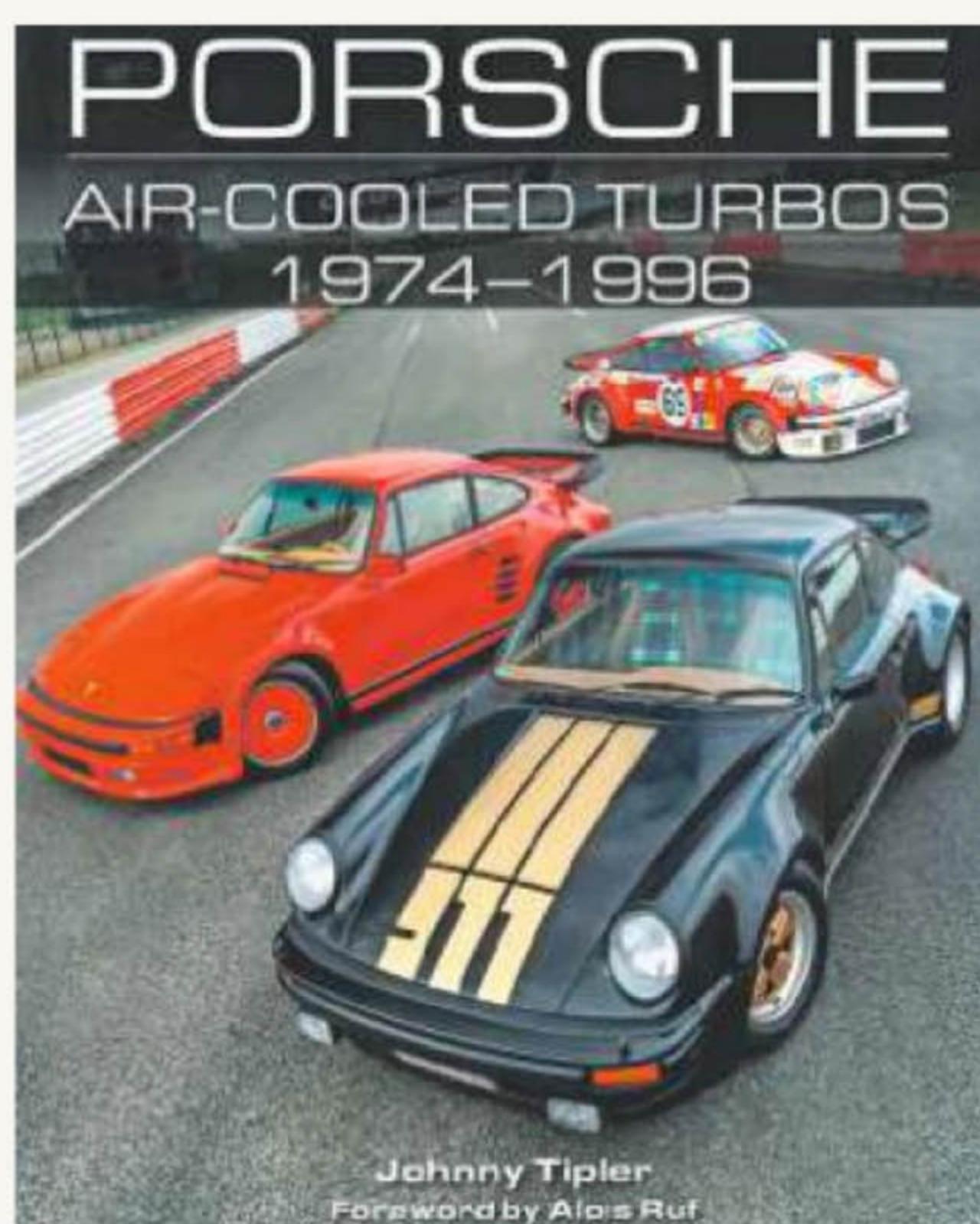
Nick Larkin
■ Geoff Gammon, 01507 533760



Photo: Bernard Gammon

PRODUCTS

New stuff you'll love



Porsche Air-Cooled Turbos £27.50

This book has clearly been long in the making, with countless 911 Turbos driven and photographed by the author; owners and engineers are also interviewed. Despite the often human focus of the book, there are plenty of technical details to please aficionados. With 200 pages in small print, the book could be considered too long, but dyed-in-the-wool fans are unlikely to care. **Charlie Calderwood**

■ Publisher: **Crowood Press**
■ Author: **Johnny Tipler**
■ ISBN: **978-1-78500-669-2**
■ crowood.com

Engine Bay Shroud From £136

Wing covers are a must-have for any conscientious mechanic, but DIY mechanics who look after just one or two cars can go one step better with a full engine bay shroud. Made specifically for popular classics' engine bay aperture, the cover will protect your car's paintwork from any angle you approach the engine from. Just some of the cars currently in the range are Aston Martin DB4-6, Austin-Healey 3000, Bentley Turbo R, Jaguar XJ-S, MGB and Mercedes-Benz R129 SL. **Charlie Calderwood**

■ cover-systems.co.uk



BMW E21 and '02 LSD £1050

Passion Auto France has released a new range of limited-slip differentials for the E21 BMW 3 Series. The LSDs are available in ramp angles of 45/45, 40/90, 30/90, 50/90 and 30/60, while preload can be set from 0 to 150lb ft to order. The diffs will fit all but the very earliest E21s without modification, which along with BMW's Neue Klasse-derived cars (such as the 2002) require a pair of adapter flanges, which are also available from PAF. The plate pack runs on a minimum of eight active surfaces and PAF promises quieter running than typical LSDs. **Charlie Calderwood**



■ passionautofrance.com

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Motorsport UK, the not-for-profit membership organisation and governing body of motorsport in the UK, is currently working through a backlog of RS Clubman licenses.



MOTORSPORT

LICENCE DELAYS THREATEN CLASSIC MOTORSPORT

Grass roots competitors thwarted by new permit requirements

Motorsport UK (MSUK) and motor clubs are urging anyone expecting a new competition licence to be patient after more than 7000 applications were made for the start of the 2020 season.

Enthusiasts now require a licence known as RS Clubman to take part in grass roots motorsport categories, including Autocross, Clubcross, Minicross, Autotest, Autosolo, Trials, Cross Country, Road and Navigational Rallying and Targa Stage Rallying.

RS Clubman, which was introduced in November last year, is free to apply for and allows holders to take part in any Motorsport UK Clubman Permit event after they join the motor club responsible for the competition. Passengers in competing cars also need RS Clubman licences – including those taking the co-drivers' seats as part of demonstration runs.

Licence holders are put onto Motorsport UK's £100m liability insurance; further costs were avoided when the motorsport industry and the events it held were exempted last year from the amended EU Motor Insurance Directive (2014 Vnuk Judgement) requiring all vehicles on private land to be covered by insurance at all times on and off public roads.

Delays in receiving RS Clubman licences have only affected online RS Clubman licence applications, though a spokesperson confirmed that the 'vast majority' of the 7000 or so licence applications received by MSUK have taken place online.

Postal applications can still be submitted. Indeed, anyone under the age of 18 is obliged to apply by post because their forms need to be countersigned by parents and guardians.

Any online applications stuck in processing will be covered by a temporary licence that expires at the end of the month, allowing MSUK to clear the backlog.

MSUK explained that many applicants' RS Clubman temporary licences have been delivered, but have ended up in junk or spam mail folders – and recommended that anyone affected should check them immediately.

MSUK's British Rally Championship media manager, Ben Buesnel, said: 'Anticipating the demand for the RS Clubman licence during Motorsport UK's busiest period, the RS Clubman licence was developed to be instantly digitally fulfilled as a provisional licence at first issuance (that can even be applied on the day of competition), initially valid until 31 January, with hard copies following in the post.'

Online discussion has been vocal on the subject, with some members of the Targa Rally UK public Facebook group apparently waiting for more than a month to receive their permits. Worries also persist that the RS Clubman permit may not remain free forever, despite Motorsport UK assurances to the contrary.

Local motor clubs are aware of the problems that enthusiasts are facing. Aintree Circuit Club chairman, Mike Ashcroft, said: 'I have heard of some people being issued temporary licenses, so I don't know if there has been a delay somewhere.'

'You can fill in a form on the day of the event if your licence hasn't arrived yet, however. I think [Motorsport UK] is being fairly flexible with it.'

ARDS Grade S instructor, Adam Crowton, said: 'The RS Clubman permit is an important stepping stone into competitive motorsport. It gets people and youngsters on to Motorsport UK's system and the benefits it offers.'

'People need to be patient; it's the same every March when circuits open for competition licence holders and people realise that they need to renew. Motorsport UK will work through the backlog.'

Jon Burgess
msauk.org

IF YOU HAVEN'T YET RECEIVED YOUR LICENCE...

1 ...CHECK YOUR JUNK MAIL FOLDER

Temporary electronic licenses have been processed by Motorsport UK – but many inboxes mistake them for junk.

2 ...CHECK THE REQUIREMENTS OF THE EVENT

If you're doing demonstration runs and taking on passengers, your guests might also need an RS Clubman license to sit in with you.

3 IF ALL ELSE FAILS...

...you should be able to apply for a license on the day of the event – speak to the organisers when you arrive.

4 CONTACT MSUK MEMBERSHIP

A direct phone line has been set up for applicants to check the process of their application: 01753 765050.

IN BRIEF

Ipswich classic run marks 50 years

The Ipswich to Felixstowe Road Run is celebrating its 50th anniversary. The 3 May event is open to all standard classics built before 30 April 1990, and will raise funds for Ipswich Transport Museum via a 13-mile road run between Christchurch Park in Ipswich and Felixstowe Promenade. Applications, which cost £17 per vehicle, must be in by 31 March.

tinyurl.com/ygpsfhtb

Mumbai's missing taxis

The Indian city of Mumbai is to lose the last of its Fiat 1100-based Premier Padmini taxi cabs this year because the youngest examples, produced in 2000, will soon be too old to pass inspection. Mumbai's regional transport office passed laws in 2013 barring any taxi more than 20 years old from plying for hire. It can trace its roots back to 1964's Fiat 1100 Delight.



Motor Museum's first-time guides

The British Motor Museum (BMM) has set dates for its spring 'Classic Virgins' seminars, aimed at recruiting new historic vehicle owners. Three sessions are on offer, starting with a £95 taster on 4 April where delegates will visit the BMM's workshop and ride in a selection of classics. Two novice garage sessions are on 18 April and 16 May (£80 each), but advance booking is required.

britishmotormuseum.co.uk/events

Museum seeks new team members

Dundee Museum of Transport, home to the Standard 10 that was rescued from a Ford scrappage scheme, is looking for a new manager and development officer. Both are salaried part-time roles on two-year contracts; the former position could be extended after the museum moves within the next two years. Applications should be emailed to the chairman before 5pm on 31 January. chairman@dmotf.co.uk

One of 17 Vectors to sell at no reserve

A rare Vector W8 twin turbo is to cross the block at RM Sotheby's Arizona Biltmore Resort & Spa in Phoenix, USA on Friday. One of 17 production models built by industrialist, Gerald Wiegert, the 2268-mile W8 is offered with no reserve, and expected to fetch £229-£305k. rmsothbys.com



20-23/FEB/2020

LONDON



THE LONDON CLASSIC CAR SHOW

The Capital's premier classic car show comes to Olympia, London in February.

This must-attend event for any discerning classic car owner, collector or connoisseur offers you the opportunity to view and purchase from what promises to be one of the widest collections in the UK.

With over 500 cars on display, a special 50th anniversary tribute to Range Rover and introducing 'Car Stories' a brand new central stage with motoring legends sharing personal stories of some of the world's most iconic cars, this year's event can't be missed.

Tickets now available from thelondonclassiccarshow.co.uk

Standard Adult ticket £25 / USE CODE 'CCW' WHEN BOOKING / Premium tickets start from £60



Stay up to date with the latest news

*CCW reserves the right to edit letters for space reasons and cannot return hard correspondence.

YOUR LETTERS

Have your say on classics



The best letter we receive wins a bottle of Autoglym Super Resin polish. If your letter is here, please claim by emailing editorial@classiccarweekly.co.uk. Your Letters is sponsored by Autoglym

*Don't forget to tell us where you're from in your letters

Phil Wyatt's wondering what happened to the TR4A he snapped up as a teenager.



What happened to my 'first car' TR4?

I just had to tell you about my first car, having read your Christmas special on the subject (CCW, 11 December).

After going back and forth – and getting cold and wet – on a Garelli Super Cross moped, thought turned to four wheels, and after scouring the local ads I found an Old English White Triumph TR4A.

Most teenagers' dads would've told them not to be so daft – especially as I was 16 at the time and couldn't drive for another year – but my dad was a car nut, like me, and said that he would help me to get it ready. So I bought MGG 555E for £210, complete with short MoT and rotten rear wings.

Sadly, dad – my mentor, and hero – became ill, and couldn't reach me, or

help with the TR's renovation. A short while later, in August 1975, dad sadly died. My choice of cars became my TR, which needed work, or my dad's nearly-new Austin Allegro 1300. I must have been blinded by grief and owning my dad's car stupidly took precedence and I sold the TR4 on to a new owner.

After 45 cars, I will always regret selling my beloved Triumph. I have looked to see if it has survived, to no avail. Unless anyone knows better, of course?

Phil Wyatt, Padbury, Buckinghamshire

There's no record of the car on the DVLA's records, unfortunately, so we suspect that it may no longer be on the UK's roads. We'd love to hear from any TR experts who might know of the car's whereabouts, though – Ed.

LETTER OF THE WEEK

Same shot, different year

I picked up your 2 January issue and, as usual, turned to the inside back page to wallow in a bit of nostalgia. To my surprise it featured Beverley, dating from 1974.

I thought you would like this picture that I took the previous Monday – 30 December, 2019 – when we had a little run out from Sheffield, where we live, to beautiful Beverley – and by chance took almost exactly the same shot!

Keep up the great work on CCW.
Howard Loftus, Sheffield



No Rover P6s here, sadly, but the town of Beverley looks remarkably unchanged.



Could that be a Triumph in the background?

A Triumph of observation

I read your *The Way We Were* piece on Crawley, 1980 (CCW, 24 December) and don't think that the white car next to the Mazda is a BMC 1100/1300 because the curved rear edge to the quarterlight on the rear door wasn't a feature of that model.

Initially, I thought that it could be a Ford Escort Mk1 four-door but other clues

suggest that it's either a Triumph 1300 or the later, rear-wheel-drive Toledo 1300. Both of these feature a large chromed disc as the mount of the front door quarter light handle and the exposed hinge at the top of that window, angled along the leading edge, is just discernible above the roof of the Mini.

What do other readers think?
Malcolm Farmery, Leeds



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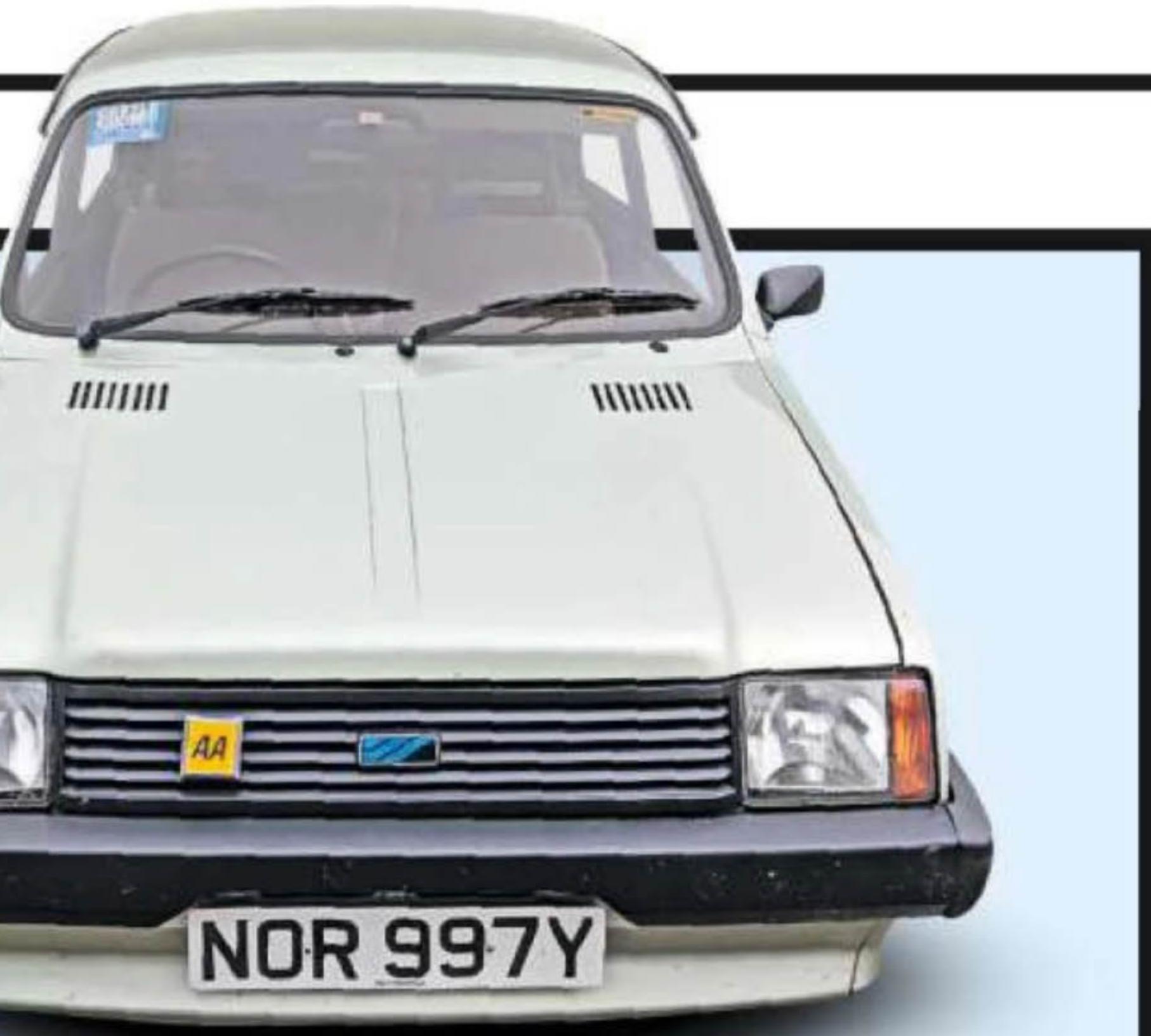
LAST WEEK'S ANSWERS ACROSS 1. Roller 5. GTBs 8. Jean 9. Bodywork 10. Graz 11. Windows 14. Stainless 17. Darracq 18. T-bar 20. Plymouth 22. Arna 23. Cast 24. Wedges DOWN 2. Opel GT 3. Lancaster 4. RMBs 5. Godzilla 6. BMW 7. Brown 12. Dashboard 13. Viscount 15. Rally 16. Prince 19. Show 21. MGA

CLUES ACROSS

- 4 Predecessor to the Fiat Bravo and Brava (4)
- 6 Enduring Humber model produced until 1967 (5,5)
- 8 Reliability problems earned the Triumph Stag this nickname (4)
- 9 High-performance versions of the MGA (4,4)
- 10 Cars like the SX1000 attract lewd looks! (5)
- 11 Remote _ entry, novel feature on the Renault Fuego (7)
- 14 The Riley RM8 used the engine from this late 1930s model (3,4)
- 16 A Miura, for short (5)
- 19 The 1964 Super Sport was derived from which Lancia? (8)
- 21 See 3 down
- 22 Austin's old Birmingham car factory (10)
- 23 & 27 down How the famous 7 from the 1920s and 1930s was affectionately known (4,6)

CLUES DOWN

- 1 Higher-powered pre-Almera Nissan model (5,3)
- 2 A Bedford estate conversion by Martin Walter (6)
- 3 & 21 across A differential feature of the Alfa Romeo Montreal (7-4)
- 4 Toyota's first front-wheel drive car (6)
- 5 Beach, Allard roadster from the 1950s (4)
- 7 Updated Reliant Scimitars that arrived in 1990 (4)
- 12 1960s Maseratis whose name was later used by Chrysler (8)
- 13 _ circle, a measure of manoeuvrability (7)
- 15 _ car, the Austin Maxi is an example of one (6)
- 17 See 23 across
- 18 Marque behind the Sonett (4)
- 20 Panther roadster built between 1976 and 1982 (4)



VALUE MY CLASSIC

1983 Austin Metro 1.3 HLE

WHO? John Patey **MILES 52,000 PROVENANCE** Full history
MODS None **HOW MANY LEFT?** 89 HLEs

HOW LONG HAVE YOU OWNED THE CAR?

I have owned the car since August 2016, when I bought it from a fellow Metro fan. It is a 1983 Y-plate Austin Metro 1.3 HLE in Opaline Green with a genuine 52,000 miles from new. It has had a recent service and MoT. It still looks great and is lovely to drive but other commitments at the moment mean that it just sits in my lock-up

garage, only coming out for the MoT and occasional runs during the winter months. I would like to know how much I should be insuring it for? It is currently insured for £1000.

HOW MUCH HISTORY?

It had just one lady owner from new until she signed it over to the Metro Owners' Club in 2014 after 31 years of ownership. I have the original bill of sale along with two folders

of invoices, paperwork and every MoT from the first one 1986, which together confirm the car's relatively low mileage.

HAS IT BEEN MODIFIED?

No, the car is totally original.

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WHAT'S LEFT TO DO ON IT?

It had the front wings replaced in 1991 (after just eight years – boy did these cars rust) so would

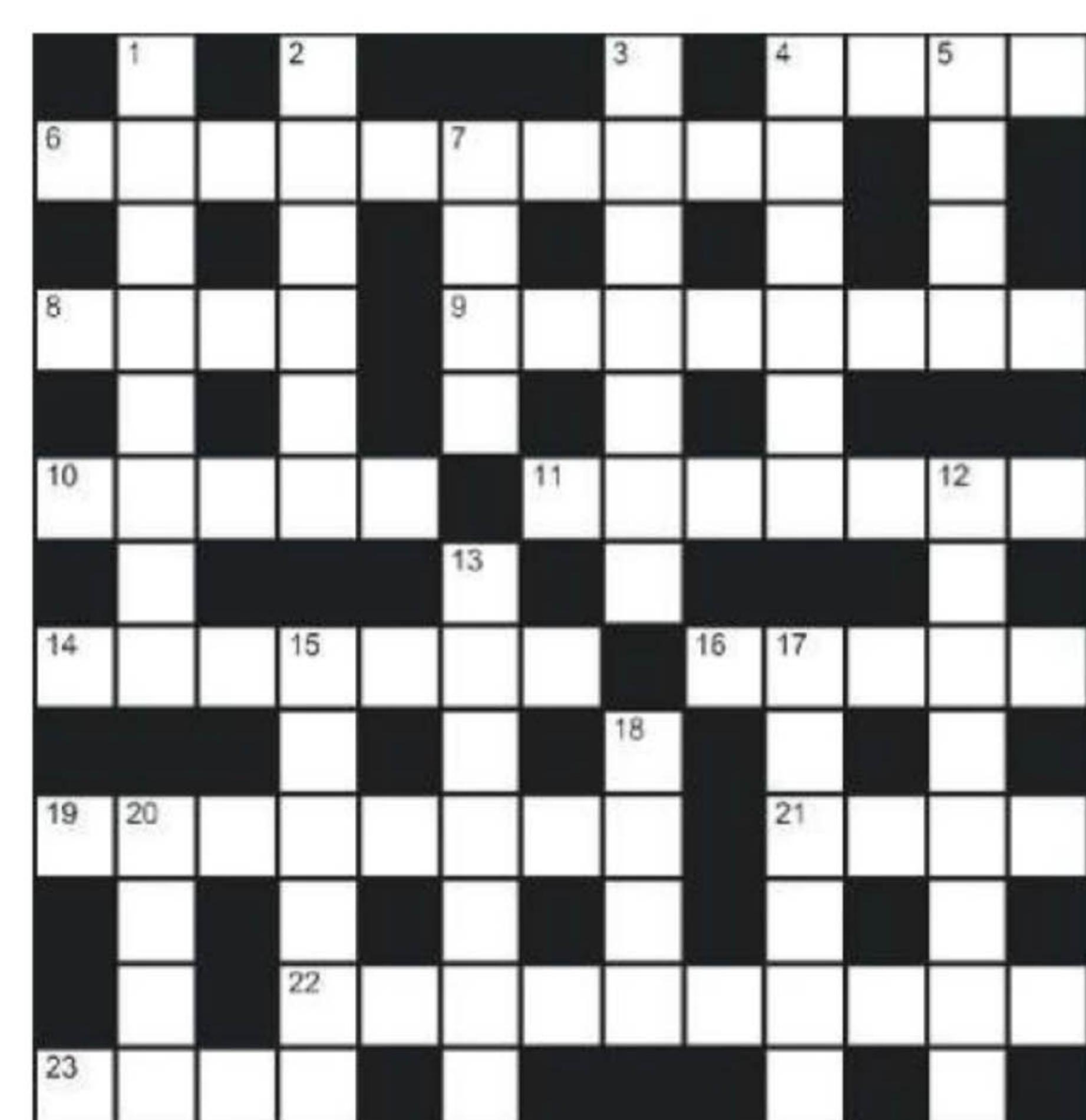
benefit from some attention due to the famous rust settling in once again. Also the front valance and tailgate require looking at for similar reasons. However, the underneath is very solid and it hasn't failed an MoT in my ownership, though there were a couple of small advisories following the last one – a minor oil leak (which is typical of the breed) and play in the offside front steering rack inner joint.

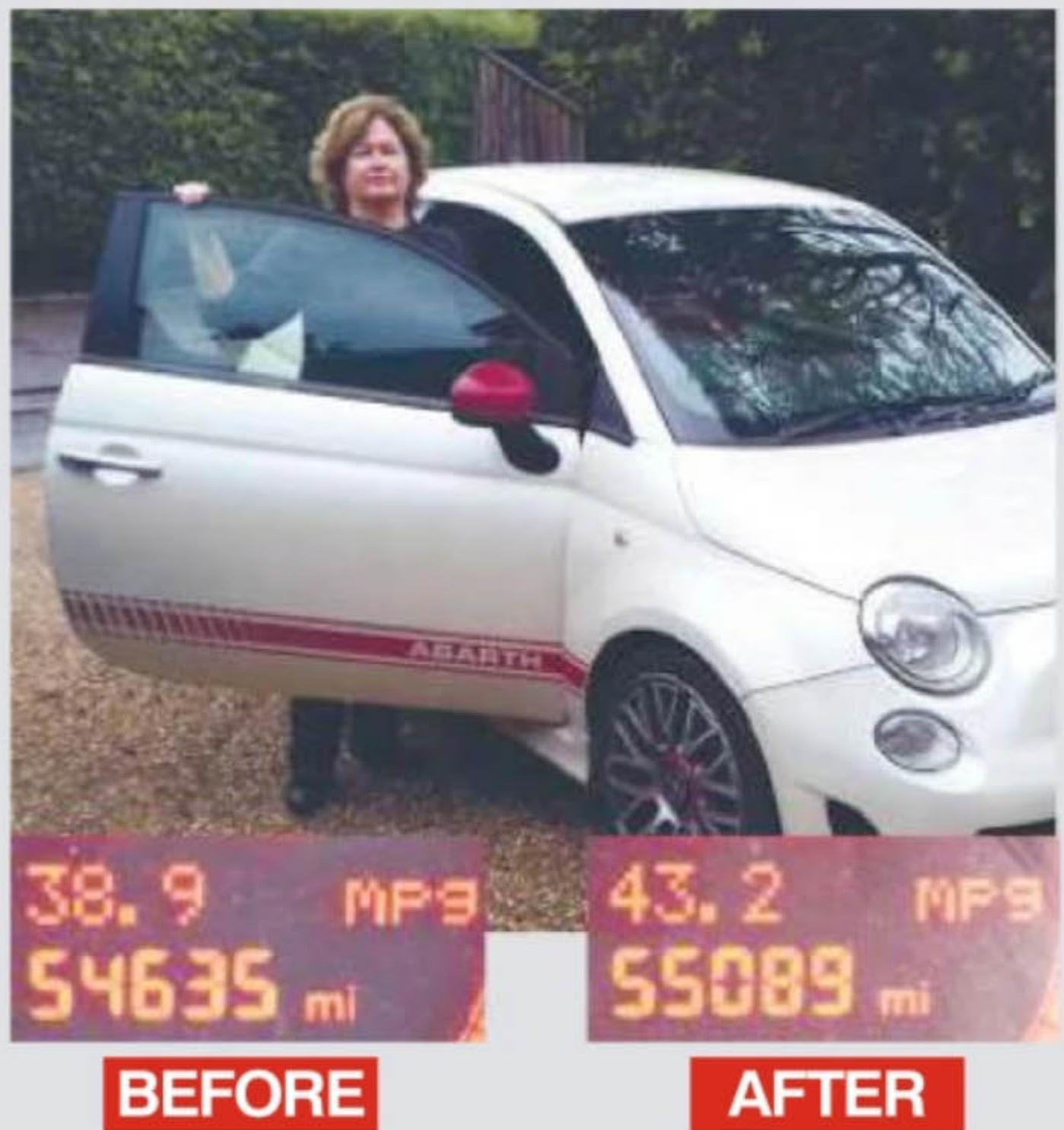
request has highlighted is how few Metros now survive. Of the 89 HLEs mentioned above, just 21 are currently on the road. This really is an endangered species. **Russ Smith**



CCW'S GUIDE VALUATION £1000

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"The Abarth is definitely more eager to please since using FTC; acceleration is better and the engine note is more 'throaty' than before. It's now quicker and more fun to drive, just like having a new car again. What impressed me most though is the economy! Would I recommend? YES, wholeheartedly." Heather, Dorset

In 1940s America, it was discovered that the tin-alloy in pellets, used in the Hurricane fighters on the Russian front, prevented carbon deposits forming in engines. This was bad news for the motor industry. No carbon deposits meant greatly reduced engine wear which would put a whopping dent in the big profits generated by component failure, repairs, replacement parts & ultimately affect new car sales. To make matters worse, the additive companies with their cleaners & repeat-use treatments, would lose most of their business, if the 'pellets' entered mainstream use.

This well-known phrase was one of several used by the industry to ensure the little pellets weren't taken seriously by motorists & were ignored. It's still happening. Today millions of cars, vans & lorries will slowly start to produce increasing levels of CO, NOx & VOCs emissions, simply because their engines become less & less efficient as a result of hidden carbon deposits building-up. Engine deposits don't happen where fuel catalysts are used, because they keep engines permanently clean.

Clean engines have better performance, lower emissions & much better fuel economy than dirty ones. They last longer too. As carbon deposits gradually build-up in a new engine, they reduce its performance, fuel economy & increase its emissions. Eventually, its larger deposits that cause the cars, vans & 4x4s we see every day, to pump out all those thick clouds of filthy black smoke, as they pull away. Carbon deposits cause huge problems for drivers & are responsible for most excess traffic pollution.



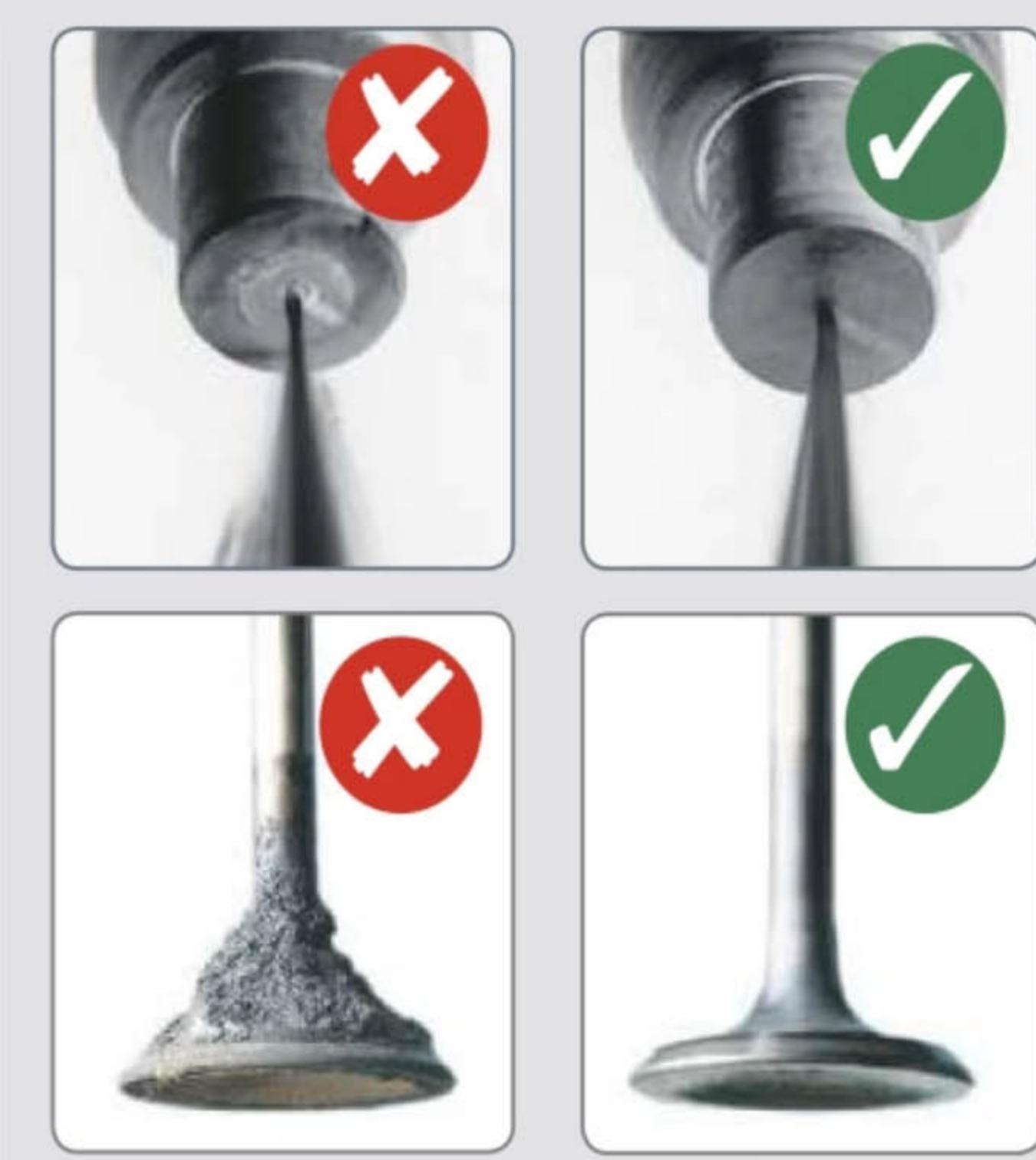
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EVENT REPORT

SUNDAY SCRAMBLE, BICESTER HERITAGE, OXFORDSHIRE. 5 JANUARY

SCRAMBLE FOR SPACE

More than 1000 classics gather for 2020's first scramble



CARS FOR SALE



1975 INNOCENTI MINI COOPER 1300 EXPORT

Innocenti Minis are a relative rarity in the UK, but this RHD 1975 1300 Export is the ultimate evolution of the line, and dates from the last year of production. This car looked in great condition inside and out and has been fitted with a five-speed gearbox (presumably a rare aftermarket 'Jack Knight' unit).



Jim Kellison's first prototype, EXP001, drew crowds at Bicester Heritage all day.



1972 JENSEN INTERCEPTOR III

This third-gen Interceptor looked to be in terrific condition, and the owner claims that it's all sound underneath. The rare optional high compression Chrysler V8 has apparently had plenty of money spent on it recently and the car has been driven 4000 miles in the last year – a good omen for its reliability.

Bicester's Scrambles only seem to get bigger and bigger, and January blues didn't seem to put anyone off of this first Scramble of the year, which – for a week or so at least – carries the record of the largest British car show of the decade with 6500 visitors in attendance.

It's not the numbers, but the rare gems that are drawn to the Oxfordshire airfield that make the Scramble such a key event in the calendar, however.

The unique Kellison prototype was undoubtedly the most esoteric car at the event, and while few visitors knew what it was, its dramatic speedster bodywork still drew the

crowds. Meanwhile, an Innocenti Cooper was something of a treat for Mini fans, in many ways the ultimate foreign-built Mini as a post-1972 1300 Export model.

As well as rare treats, this Scramble was marked out for its focus on youth engagement in the classic car hobby. Startermotor, the Bicester-based charity trying to get young people involved in the maintenance and restoration of classics, led efforts with a display of cars that

apprentices have been working on at the Bicester Heritage site. Clubs joined in with the effort, however, with leaders from the youth divisions from Triumph, MG and Morris clubs in attendance.

The next Scramble takes place on Drive-it Day – 26 April. Make sure that you book ahead, because it's likely to be busy. Charlie Calderwood bicesterheritage.co.uk

THE ONE I WANTED TO TAKE HOME



CHARLIE CALDERWOOD EVENTS EDITOR

1986 MAZDA RX-7

As if an end of the run Mazda RX-7 SA isn't desirable enough, this one has been fitted with plenty of goodies from Tom Walkinshaw Racing, including a bodykit, alloys, spoiler and plenty of stickers.

What we can't see is whether this car has any of TWR's famous British Touring Car Championship-derived bits under the bodywork. A few were even fitted with Elford Turbos, in which case I would give my left kidney for this car!

WThe unique Kellison prototype's dramatic speedster bodywork drew the crowds'

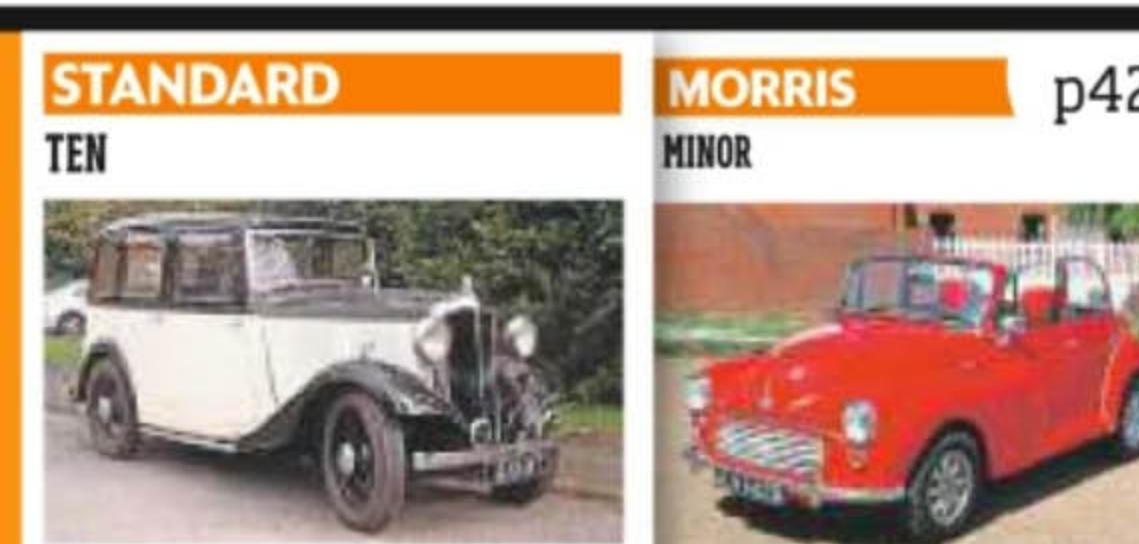
THE CALENDAR IS FILLING UP

With the hazy days of Christmas and New Year behind us, organisers have been booking in their events for 2020, so check our listings - there's new events being added every week. Don't forget to get in touch if you're putting on an event too!

CHARLIE CALDERWOOD EVENTS EDITOR



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Next week: Pics of your classics at the Coffee & Chrome meet



HERITAGE SKILLS ACADEMY AUSTIN READIES FOR RALLY

An Austin 10 that has been restored by apprentices of the Heritage Skills Academy has been entered into the HERO Challenge One on 21 March. The Austin, which was on display at the Scramble, will be driven by two

of Bicester Heritage's employees and maintained by a pit crew made up of the apprentices. The apprentices are also working on a Morris Minor, Fiat 126 and MG Metro. startermotor.co



UNIQUE VITESSE ESTATE FOR SALE

The only known surviving Triumph Vitesse Estate was offered for sale at Bicester. Vitesses were only built in estate form by special order and were actually assembled in London, with just 14 Mk1s being made.

The 1968 2.0-litre Vitesse was apparently restored some 15 years ago, but still presents in very good condition today. Such rarity comes at a price, however - it is offered for sale at £40,000. 07971 634265



Heritage Engineering displayed the 1961 Cooper Climax with which Sir Stirling Moss won one of his most famous races with Rob Walker, lapping all but one of his competitors twice in the 1961 Silverstone International Trophy. Unlike many historic racers, the Cooper still maintains most of its original parts, having gone straight into a museum after its final race in 1962.

JANUARY

Thursday 16-Sunday 19 Interclassics

Maastricht MECC Maastricht Forum 100, Maastricht 6229 GV. Indoor classic car show giving special attention to the 'forgotten classics' of deceased car marques this year. £17.50. interclassicsmaastricht.nl

Saturday 18 Woldinghamring Classic Surrey Botley Hill Farmhouse, Warlingham, Surrey CR6 9QH. Pre-1990 classics. Free. 9.30am-noon. ian 07863 055055

The Goodwood Story National Motor Museum, Beaulieu, Hampshire, SO42 7ZN. Harry Sherrard presents a talk on the history of the Goodwood estate, with a focus on its motoring history. £10. 7.30pm-10pm. Theresa Browning 01590 614792

Sunday 19 Huddersfield Autojumble Old Market Building, Huddersfield, West Yorkshire HD1 1RG. Indoor. Open from 10am. phoenixfairst.jimdo.com

VSCC Driving Tests Brooklands Museum, Weybridge, Surrey KT13 OSL. Pre-1941 car motorsport event. Non-member spectators £14.50. vssc.co.uk

Saturday 25 Ace Café All American Cruise Ace Café, Brent, London, NW10 7UD. 4pm-8pm. london.acecafe.com

Sunday 26 Classic and Custom Car Meeting Anglia Motel and Cafe, Holbeach Lincolnshire PE12 8LT. All welcome. 1pm-5pm. Search Facebook for anglianmonthlymeet

Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. 0115 932 5277

Mini Fair 2020 Bingley Hall, Staffordshire County Showground ST18 0BD. From 9.30am. £15.00 on the door. Children free. britishminiclub.co.uk

Newark Autojumble Newark Showground, Coddington, Nottinghamshire NG24 2NY. Display area for cars over 25 years old. From 8am. newarkautojumble.co.uk

Malvern Drive-in Classic Car & Bike Autojumble Three Counties Showground, Malvern, Worcestershire WR13 6NW. 10am-3pm. classicsshows.org

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire, CV23 OSL. Free. From 11.30am. Martin 01455 554624 or 07748 594567

Wednesday 29 Rallye Monte-Carlo Historique UK Start George Square, Glasgow G2 1DH. The UK start point of the Rallye Monte-Carlo Historique returns to Glasgow. monte.scot

Thursday 30-Sunday 2 Automotretò Lingotto Fiere, Via Nizza, Turin 10126. Italy's biggest classic motor show with more than 67,000 visitors and 1200 exhibitors. €16. automotretro.it

Friday 31-Sunday 2 Bremen Classic Motorshow Messe Bremen, Theodor-Heuss-Allee, Bremen 28215. Nearly 700 exhibitors and more than 40,000 visitors at Germany's first major classic car show of the year. €16. classicmotorshow.de

FEBRUARY

Saturday 1 Lakeland Classic Drive and Ride-In Day Lakeland Motor Museum, Backbarrow, Cumbria LA12 8TA. Classic car gathering at motor museum. 10am-4pm. lakelandmotormuseum.co.uk

Sunday 2 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. Katharine/Robert Stewart 0115 849 0005

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum to open. 8am. Free.

Alan 07768 616343

Midlands and Yorkshire Classic Car Club Meet The Black Swan, Main Street, Brandesburton, East Yorkshire YO25 8RG. All classics welcome. 12pm-2pm. Free. Dean 07706 924992, midsandyrssccc@aol.com

Wednesday 5-Sunday 9 Salon Rétromobile Paris Expo Porte de Versailles, 1 Place de la Porte de Versailles, Paris 75015. €19. retromobile.com

Thursday 6 Ace Café Classic Mini Meet Ace Café, Brent, London, NW10 7UD. 6pm-11pm. london.acecafe.com

Saturday 8 Lakeland Historic Car Club Autojumble Preston Patrick Memorial Hall, Crooklands, Cumbria LA7 7NR. 9am-1pm. £1 admission. David Molyneux, 01229 584972

Saturday 8-Sunday 9 Great Western Classic Car Show Royal Bath and West Somerset Showground, Somerset BA4 6QN. bristolclassiccarshows.com

Sunday 9 Classic Car Meet The Dog and Gun Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083

MG and Triumph Spares Day Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. mgandtriumphsparesday.com

South Yorkshire Transport Museum Open Day Rotherham, South Yorkshire S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. sytm.co.uk

Tuesday 11 Ace Café Classic Car Night Ace Café, Brent, London, NW10 7UD. All classics welcome, with Lotus 7 and Midget & Sprite Club in attendance. 6pm-11pm. london.acecafe.com

Saturday 15 Woldinghamring Classic Surrey Botley Hill Farmhouse, Warlingham, Surrey CR6 9QH. Pre-1990 classics. Free. 9.30am-noon. Ian 07863 055055

Sunday 16 Surrey Oaks Breakfast Club Surrey Oaks Pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. 01306 631200

DubFreeze Bingley Hall, Stafford, Staffordshire ST18 0BD. Indoor VW event. From 9am. Adults £10. dubfreeze.co.uk

Huddersfield Autojumble Old Market Building, Huddersfield, West Yorkshire HD1 1RG. Indoor. Open from 10am. phoenixfairst.jimdo.com

Brooklands Winter Classic Breakfast Brooklands Museum, Weybridge, Surrey KT13 OSL. 150 classics expected for museum meet, test hill in action from 10.30am. From 8am. brooklandsmuseum.com

Thursday 20-Sunday 23 London Classic Car Show Olympia, Hammersmith, London W6 7LA. 10am-5pm. All classic cars, light commercials and bikes welcome. From 11.30am. Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083

GET YOUR EVENT INTO CLASSIC CAR WEEKLY

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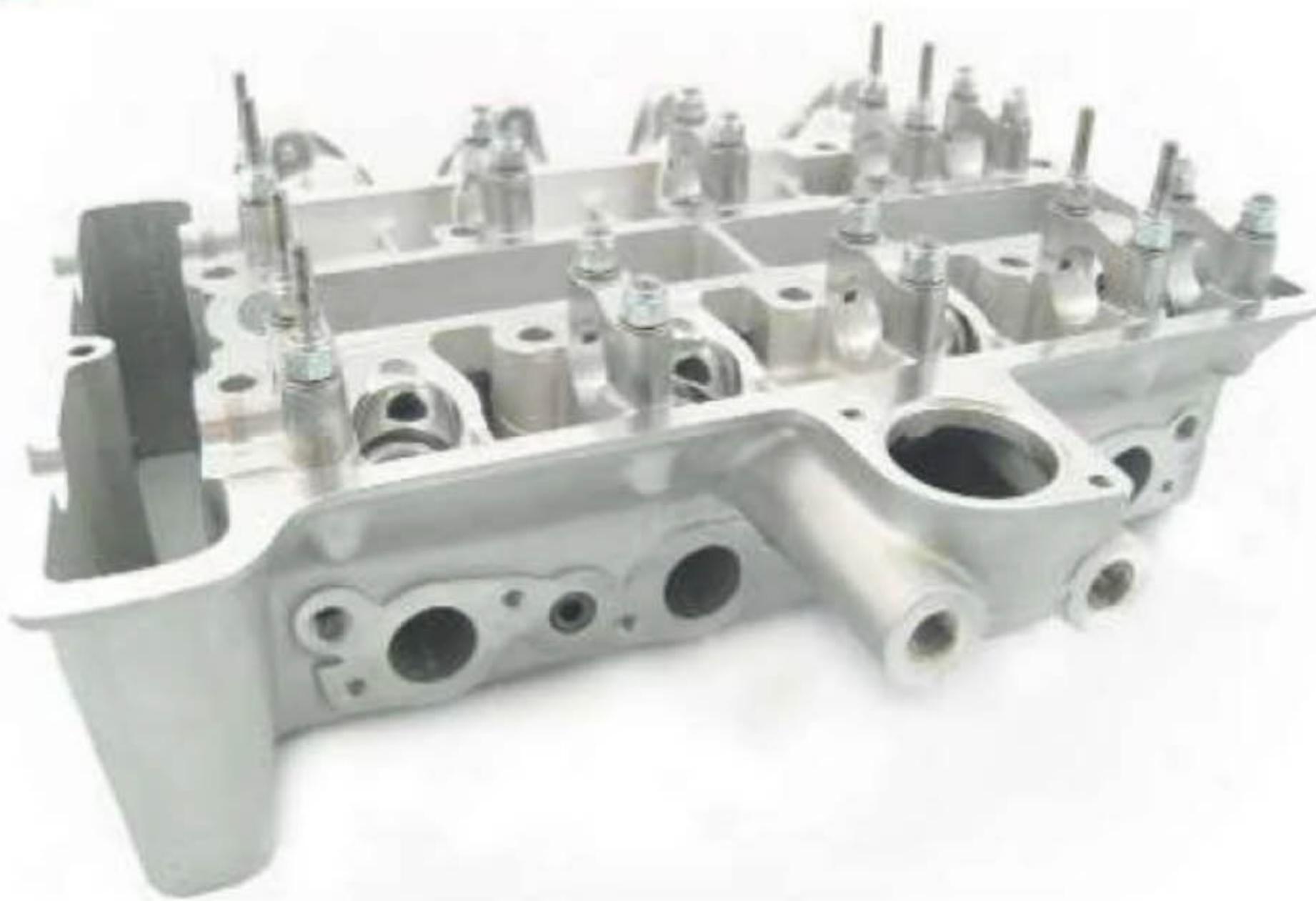


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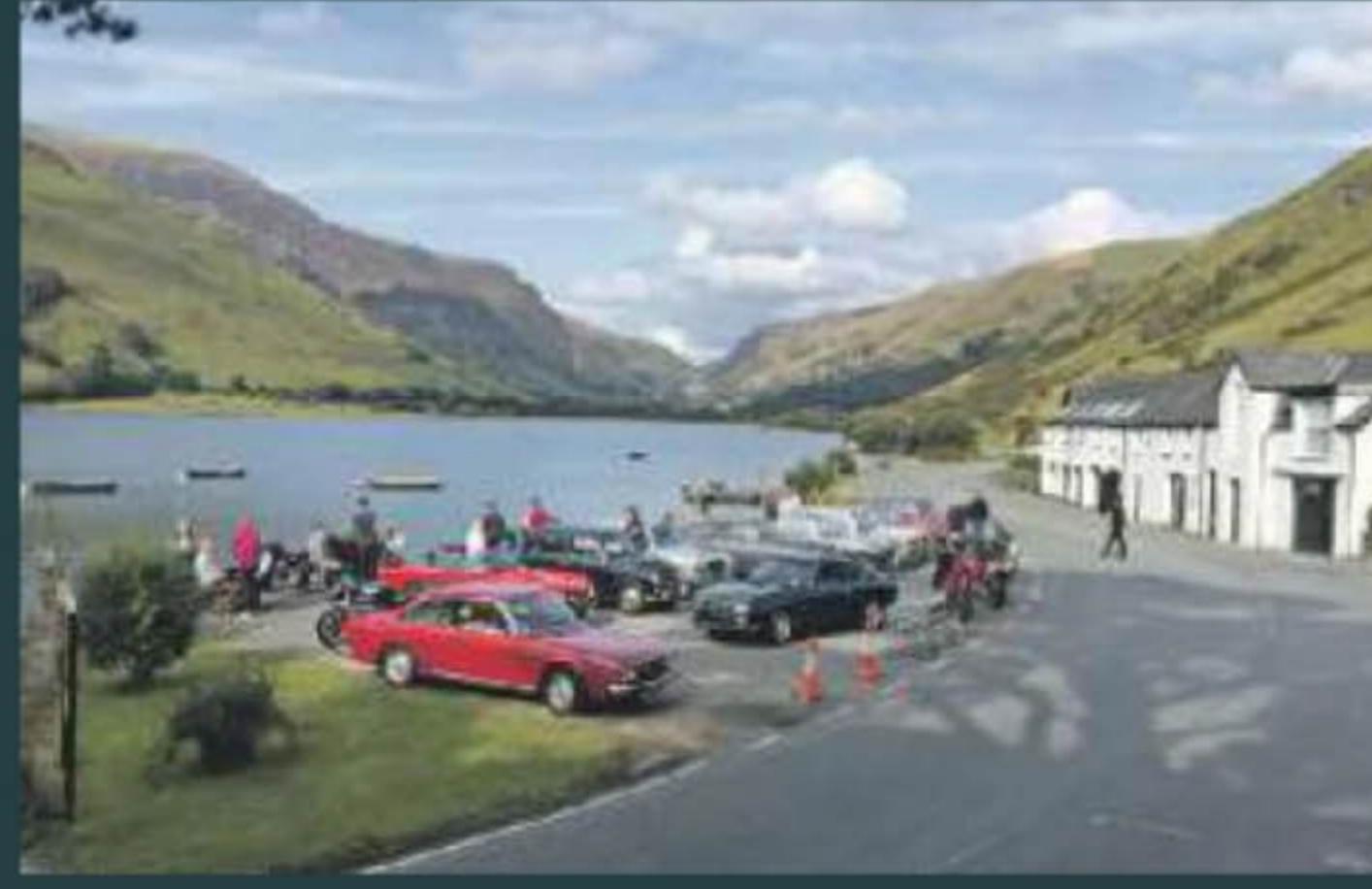
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2019's RISERS & FALLERS

Markets expert, Richard Hudson-Evans, reports on how exceptional sales helped these 12 classics to become the big winners of 2019, with the total number of cars hammered away also rising year-on-year

PHOTOGRAPHY CCW Collection

It is hardly surprising that many sectors of the UK economy contracted after such a politically turbulent year, and that included £26m less being spent on classic cars in auctions – although the statistics show that actually more cars sold in 2019 and sale rates held up remarkably well.

Of the 7575 classics (367 more than the year before) auctioned in the UK sales that CCW reviewed in 2019, 5029 (66 per cent) of them sold, compared to 4854 (67 per cent) in 2018.

Buyers parted with a premium-inclusive total of just over £135m at classic auctions last year, compared to just over £161m in 2018, £26m less.

The average spent per car last year was £26,887, £6327 (19 per cent) down on the

previous year. As reported previously (CCW, 8 January), a large proportion of those cars sold cost less than £20k.

Once again, Anglia Car Auctions sold the most cars by volume, achieving £8m sales from 829 cars at King's Lynn, nearly 16.5 per cent of classics auctioned (six per cent by value) with a sale rate of 77 per cent. Silverstone Auctions – and its Classic Car Auctions subsidiary – however, was very close behind with combined sales of 814 cars, 16.2 per cent of the UK classic auction market by volume (22 per cent by value) with a 65 per cent sale rate.

Silverstone's just under £30m sale total put it in second place behind Bonhams and its 2019-launched Bicester Heritage-based MPH concern, which maintained its UK market lead with combined sales

of 467 cars for £43.6m, 9.3 per cent of the market by volume (32 per cent by value) with a 60 per cent sale rate.

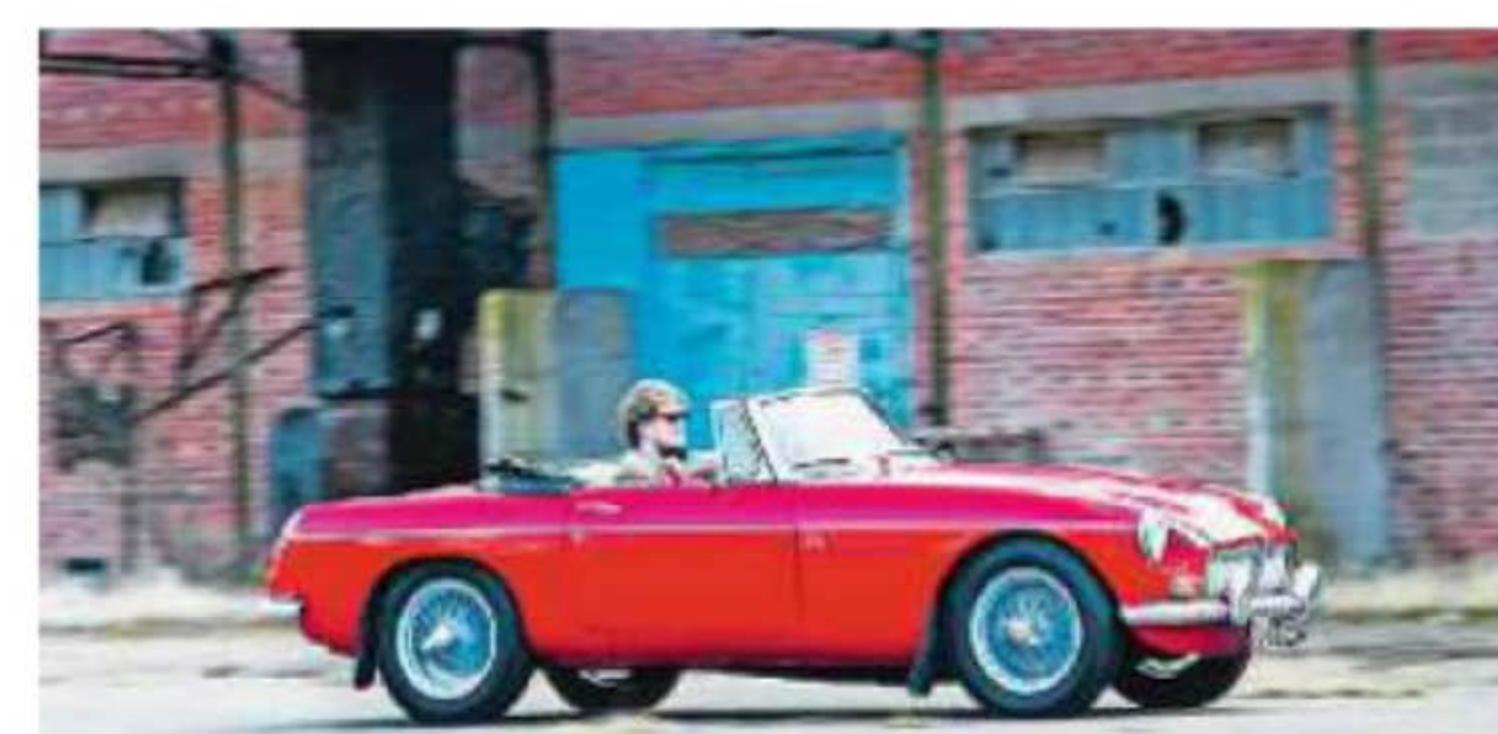
Historics sold 548 cars at Brooklands and Ascot for £15.2m, 10.9 per cent of the market by volume (11 per cent by value) with a 71 per cent sale rate. H&H sold 576 cars in its traditional auctions at Duxford and Buxton (others in online-only sales) for £12.3m, 11.7 per cent by volume (nine per cent by value) with a 69 per cent sale rate. Brightwells sold 645 classics at Leominster for over £7.9m, 12.8 per cent by volume (six per cent by value) with a 70 per cent sale rate.

As in 2018, the highest sale rate was achieved by SWVA at Poole, where 296 cars could be seen being started and driven past the rostrum and 274 (93 per cent) of them sold.

MITSUBISHI LANCER EVO 6 TME

**2018 £5000-15,000
2019 £15,000-25,000**

While Lancer Evolutions were selling for £3604 for an Evo 2 at ACA in August 2018 to £16,333 for an Evo 6 GSR at the Silverstone sale in May, and prices averaged £8779, the achieved prices of Evo 4-7s rose during 2019 to £15,886 on average, 45 per cent more. The top-performing Evo 6 TME sold for £27,750 at CCA in August. The highest price paid for an Evo 6 TME was at what may have been the peak of the market in September 2017, when £46,688 was required to own a mint 2000 example at Silverstone's Blenheim sale.



MGC ROADSTER

**2018 £15,000-25,000
2019 £15,000-30,000**

Extensively-restored 1968 MGC Roadsters were sold for £22,680 (Historics at Brooklands in July) and £20,812 (H&H at Duxford in June). £18,400 was paid for another 1968 Roadster at Historics in May and £18,000 for a 1969 car at Charterhouse. An unrestored 1969 Roadster driven 39,500 miles by one family from new raised £19,183 at Bonhams' Scottsdale sale last January. The least expensive 'C, a 1968 auto, was bought for £14,500 at SWVA in April. A UK average of £18,071 was paid for open-top MGs last year, compared to £16,974 in 2018.

FORD SIERRA COSWORTH RS 500

**2018 £35,000-85,000
2019 £60,000-120,000**

The £84,800 result at ACA in November of a 7349-mile 1987 no-reserve example that had been parked up in 1991 was huge – the highest RS500 road car price of the year, in fact. A 1988 Kaliber Group A racer, estimated at £190-220k when unsold at the 2018 Silverstone Classic, sold for £170k at the 2019 event sale. Highest-priced Cossie race car was the £182,250 Rob Gravett/Mike Smith Group A car at Silverstone's 2018 Race Retro sale, where in February a 1987 road car sold for £42,750. A 1986 non-runner was also bought for £34,450 at ACA in November.



JAGUAR XJ220

**2018 £250,000-350,000
2019 £300,000-450,000**



Only two XJ220s were sold at public auction in 2015-2018, a 1991 car selling for £315,000 at the Silverstone NEC sale November 2015 and a 1994 for £275,625 at its Race Retro sale in February 2016. Four sold in 2019 however, ranging from a 1997 car fetching £303,250 at the Silverstone Enstone May sale to a 1998 car attracting £414,000 at Bonhams' Goodwood Festival of Speed sale in July. The average auction price in 2019 was £354,516, 20 per cent up on the four previous years.

TRIUMPH TR2

2018 £15,000-20,000 2019 £20,000-26,000

The £258,750 made by the £100-140k-estimated TR2, registration PKV 374, at the NEC in November was a world record, but then it had competed in the 1955 Le Mans 24 Hours. By contrast, an unfinished resto project sold for £1450 at SWVA in October, while several drive-ready TR2s sold for just over £20k, ranging from a £22,472 car (ACA, April), via £20,160 and £21,375 at Brightwells and Bonhams MPH to the £25,415 valuation of another TR2 by RM Sotheby's in September.



LANCIA DELTA INTEGRALE

2018 £12,000-18,000
2019 £14,000-20,000

A 1993 Evo 2 sold for £17,050 at CCA in September 2018, but the average price at auction for an 8v Delta Integrale with standard bodywork was £13,450. Whereas a year later, 8v cars sold for an average of £15,161, ranging from £11,531 for a 1988 left-hooker at H&H Duxford to a 1990 HF Turbo at ACA in June for £18,656. The dearest one auctioned in the UK in 2019 was a 1995 Evo 2, which Bonhams sold for £82,800 at the Goodwood Festival of Speed in July.



DATSUN 240Z

2018 £12,000-22,000 2019 £15,000-25,000

Nine road and rally 240Zs changed hands at UK auctions in 2018 for an average of £22,183, compared to seven in 2019 for an average of £23,122. Silverstone sold the same 1972 240Z rally car for £22,183 at Race Retro in February 2018 and for £28,125 at the same sale in 2019, an increase of £2745 or 8.7 per cent in one year. A customised 1973 car cost £22,755 at CCA at the NEC last March, a 1972 for Road and Track £33,600 at Historics in November and a 1971 Marathon Rally Z £37,185 at CCA in Leamington in December.



LOTUS ELISE S1

2018 £8000-15,000
2019 £10,000-18,000

If you are still able to get into one (and exit in a dignified manner), then a Lotus Elise delivers super handling with a most efficient power to weight ratio. A 1996 car sold by Barons at Sandown Park for £8580 in June 2018 looked like good value, too. Although S1s could still be bought at auction during 2019 for £7150 (at Barons Sandown Park in June) and for £9800 (at Charterhouse Shepton Mallet in June), Elise S1 sale prices averaged £11,491 and included a 1999 S1 sold by H&H at Duxford for £15,750 and a 1998 car at CCA in August for £16,095.



PEUGEOT 205 1.9 GTI

2018 £8000-14,000 2019 £12,000-18,000

Guided by Silverstone at £15-18k, a 35,300-mile 1991 Phase 2 with 21 service stamps made £19,125 during the NEC Classic Motor Show sales. Another, driven 46,800 miles by two owners and estimated by CCA at £12-14k, sold for £17,538 in December. Many reserves were too much for several unremarkable higher-mileage examples, but Aguttes sold a 1987 800km GTI 1.9 original at Lyon in November for £40,395. Formidable!



MGB GT V8

2018 £12,000-14,000 2019 £13,000-18,000

Two sold and four did not in 2018, the highest-priced being an £11,660 Costello conversion at CCA's Leamington sale in December. Over the next year, all ten factory-built V8s sold, from £12,600 at SWVA in January and £9116 at ACA in April to two fetching £31,500 at SWVA in October and a 4425-mile original in November's Silverstone sale at the NEC. 2019's average price was £20,474, the highest £33,600 for a restored 1973 at Historics in May.



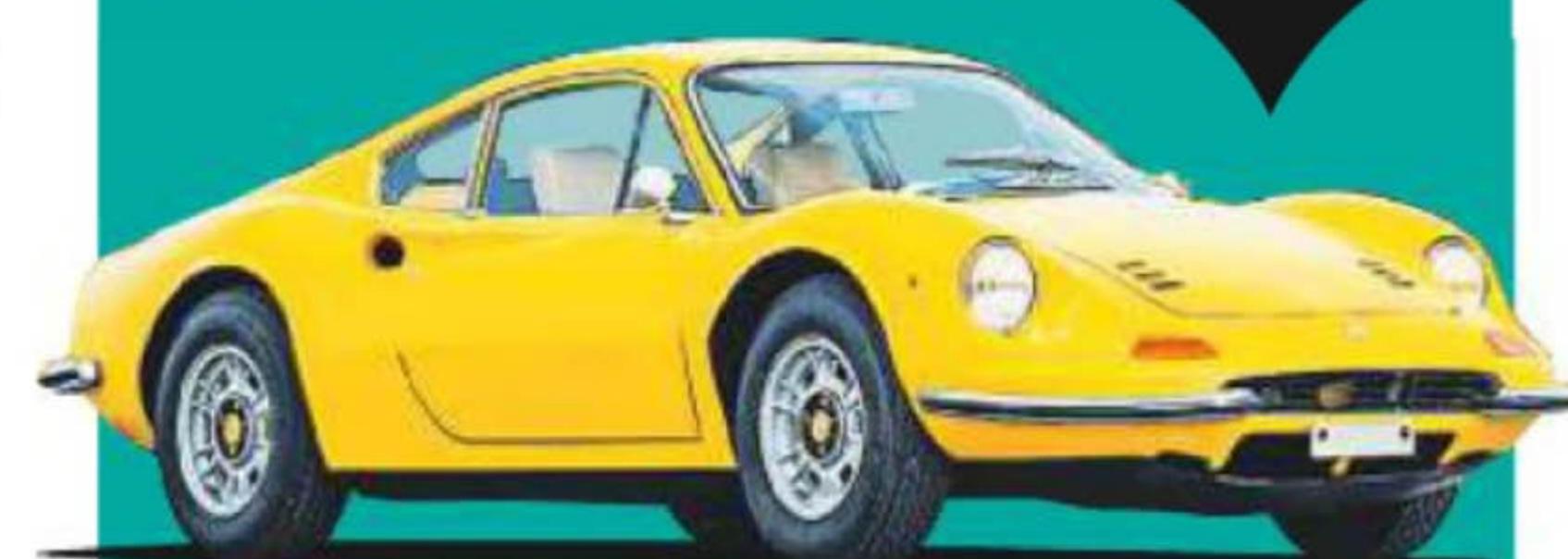
MINI 850 MkI

2018 £6000-12,000 2019 £12,000-35,000

A 2019-restored 1959 Austin Mini 850 raised £28,750 in the Bonhams tent at Goodwood in September, where a 1959 Morris Mini DL also fetched £18,400. SWVA sold another 1959 Morris Mini for £18,500 at Poole in July and CCA a 1963 Austin Mini driven 47,000 miles by one owner for £17,205 during the Classic Car and Restoration Show at the NEC in March. Two more Mini 850s made more than £14,000 at H&H Buxton in April and at Historics in Merc World in November, considerably more than 2018 prices, which ranged from £8512 to £11,760.



THE CLASSICS DROPPING IN PRICE



FERRARI DINO 246GT

2018 £300,000-450,000
2019 £250,000-350,000

Eight Dino FHCs sold in the UK for an average of £270,392 in 2018 and six more did likewise during 2019 for £275,133 apiece. Although a 1973 RHD with 'Chairs and Flairs' made £432,500 at RM Sotheby's at Olympia in October, pre-sale estimates of £350,000-plus are now rarely achieved. While H&H sold a RHD 1974 car with 10,000 warranted mileage for £303,750 at Duxford in October, by November a UK 1973 car was bought for £236,250 at the NEC and another for £195,500 at Hendon.



JAGUAR XK120 3.4 OTS

2018 £70,000-190,000
2019 £60,000-160,000

The correction so far in the achieved prices paid for XK120 roadsters (rather than DHC or FHC versions) has been 8.3 per cent in one year. An average of £86,039 was paid at auction in 2018, £6560 less than the £79,474 per car average last year. The top-priced 1951 XK120 OTS in 2018 made £109,250 at the Bonhams Goodwood Revival sale in September compared to a 1950 car selling for £90k at the Silverstone NEC sale last January. A 1952 car cost a buyer £79,520 at Historics, Brooklands, in September.



MG TF 1500 ROADSTER

2018 £22,000-32,000
2019 £18,000-28,000

MG TFs of ye olde 1950s variety that sold in UK auctions last year, and based on the £23,860 average price paid for them, were 14 per cent down on 2018's £27,392 average. H&H sold a 1955 TF 1500 for £32,625 at Duxford in March 2018, but the highest price last year was £28,820 for a 1954 1500 at DVCA at Henst ridge, Somerset, in October followed by a 1954 1250 with an XPAG 1500, which fetched £26,320 at the Historics sale in May, and a 1950 1500 sold for £23,625 at H&H Duxford in July.



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AUCTION ENDS 16 JAN



ESTIMATE: £31 - 40,000

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DBS VANTAGE
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AUCTION ENDS 16 JAN



ESTIMATE: £98 - 130,000

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FIVE CLASSIC TRIALS 2002 TVR CHIMAERA 450

EXIT THE BEAST

Faster and flashier TVRs came and went, but no Wheeler-era TVR did everything as well as the Chimaera, which finished on a high. For this reason, it too was one of 2019's Market Stars

WORDS Jon Burgess PHOTOGRAPHY Stuart Collins



The TVR Chimaera's ten-year career showed off the Peter Wheeler era at its best. A shrewd amalgam of power, style and comfort, Bristol Avenue's entry-level model began its career taking the fight back to Morgan, MG and Marcos and finished it in the shadow of the spectacular cars that it helped to bankroll – the Tamora, T350 and Tuscan.

As the latter was battling Ford Explorers and Lincoln Navigators in the John Travolta film *Swordfish*, supplies of the Rover V8, Griffith and Chimaera were running down.

That the Chimaera – appropriately named after a hybrid of mythical beasts – offered so much for so little was due to its skilful use of bought in componentry, elevating it above its small-scale contemporaries. If a Griffith or Cerbera was too daunting for a first-time sports car owner, a Chimaera offered 90 per cent of the experience with a more approachable air.

It's with this in mind that I approach Neil Craddock's 2002 Chimaera Limited Edition 450 – the last of the line.

Décor does so much for a cabin – and Bristol Avenue knew the Chimaera backwards by 2002. Gone are the earlier cars' cream hide and warmly faced dials; Neil's 450 has pale leather and matching dials, complete with a digital odometer that only arrived on the very last Chimaeras. The aluminium switchgear is far more solid than the former car and it's a small irony that Neil's car, one of the last 98



Citroën CX S2 mirror enjoyed another low-volume outing on the Chimaera, all be it uprated with a solenoid actuator button to open the doors.

Chimaeras made, has a wood fascia as standard. Otherwise, the control layout remains the same – well-padded seats, a slightly offset pedal box and a fat transmission tunnel dominate.

TVR knew its market – the Chimaera and Griffith had the least intimidating interiors of all the Wheeler-era cars; early models went heavy on the wood and leather ambience to emphasise their luxury Brit GT credentials.

Fire up, and the stubby five-speed falls well to hand, the throws and ratios of the 450's Borg Warner T5 is a deal smoother than the gritty LT77 fitted to very early Chimaeras.

Well-weighted, sensitively-valved power steering takes the weight out of manoeuvring,



Faired-in headlights modernised the Chimaera for its final three years in production. It's a rare machine – fewer than 100 so-called 'MkIII' cars were ever built.

too; it was an option on most Chimaeras but Neil's car has it – all the better for turning the 16-inch wheels fitted to these last models. You still use a three-spoke Personal wheel to string the bends together – and while it looks the same as earlier cars, Neil's LE 450 stands at the very end of a series of ongoing improvements applied to TVRs as and when the factory could incorporate them. You sometimes hear of post-1996 and post-2001 Chimaeras being called 'Series 2' or 'Series 3' (MkII or MkIII) cars, but Bristol Avenue never officially referred to them in this way.

There's far less tramlining at the helm of Neil's car than there was in earlier 400s that

we have driven, too; it was the only real dynamic flaw in those cars' armour.

The Chimaera's suspension set-up was as good as it was going to get by 2002; fostering long distance GT aspirations, longer travel Bilstein dampers with softer spring rates marked the Chimaera out from other TVRs.

Neil's car is typical of the breed, its wider tyres offering greater grip with the similar insulating squish evident from the fairly high profile carcasses.

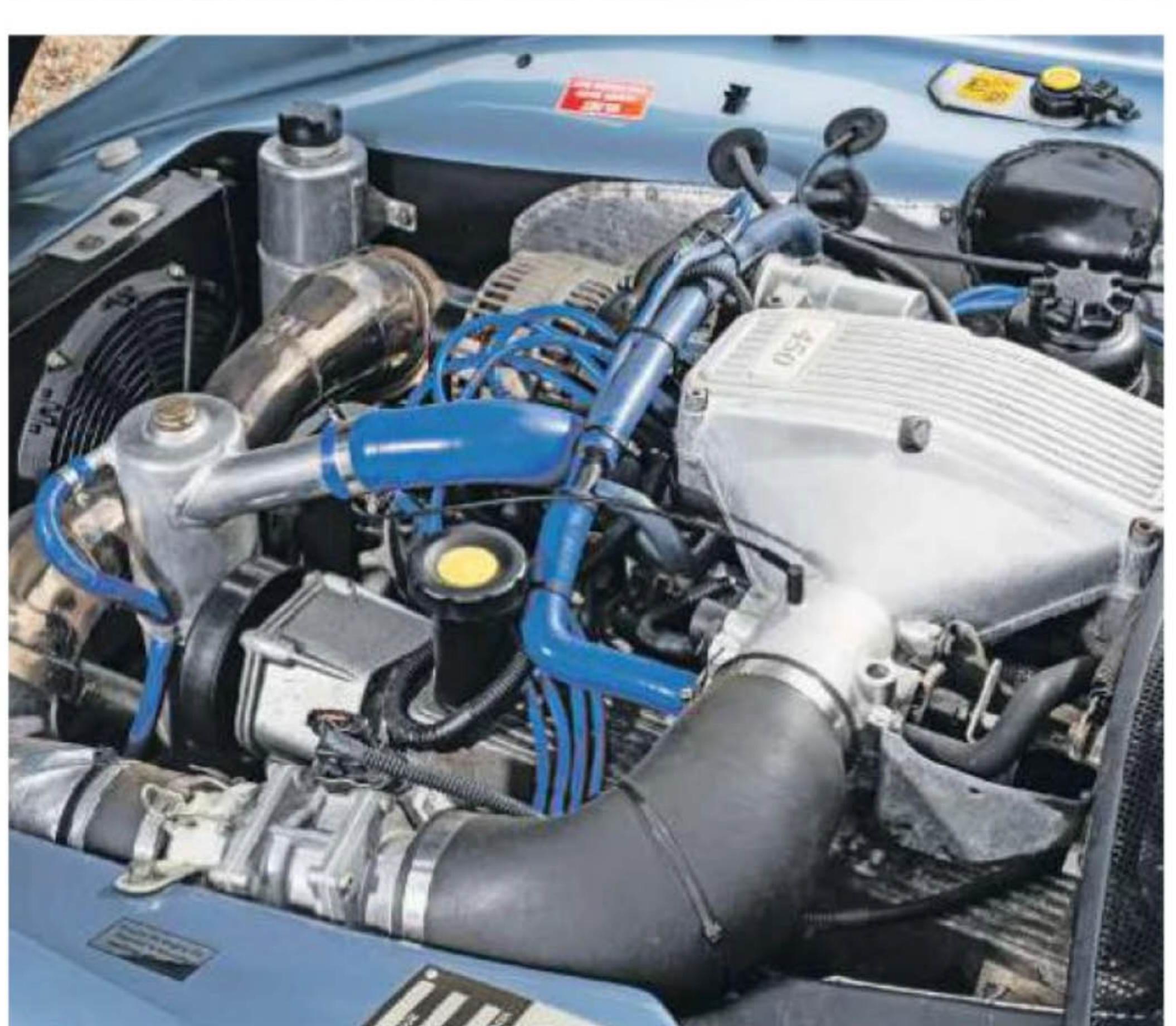
And what an excellent engine that 4.6-litre V8 is – perhaps a sweet spot among all the TVR Power V8s, the 4.6 was easily the most overbuilt, with cross-bolted bearing caps intended for use in (and developed for) the Range Rover P38A. With far less vehicle to shove around, and with TVR's improvements, the results speak for themselves; while the 5.0-litre cars did offer slightly more power, the bigger engine's main improvement was in the amount of torque that it produced.

Neil's 4.6 offers the best of both worlds – most of the 5.0-litre's fat torque curve combined with the smoothness and willingness to rev of the smallest 4.0-litre V8.

It's easy to see how a late Chimaera 450 could go the distance if looked after properly; combining the best chassis protection ever offered by the company and the least stressed engine, Neil's car is a throaty bass reminder of how good it was at introducing newcomers to the marque.



Stylish hand-turned aluminium switchgear and a digital odometer were among the final interior updates that were introduced on the Chimaera after 2001.



Marque enthusiasts feel that the cross-bolted 450 engine (in reality a 4.6-litre) was among the best of the larger capacity TVR Power Rover V8s.

1 KEEP IT COOL

4.0- and 4.3-litre cars can get by with a single cooling fan but larger capacity engines need a correctly working twin fan set-up, the wiring for which wasn't properly resolved until 1998. Make sure any car you look has a proper switch and relay wired in per fan.

2 IN RUST WE TRUST

Pre-1999 cars' outriggers can rot. These help to attach the body to the chassis, strengthen crucial areas of the layout and carry the seatbelt mounting points. Weakness here, caused by the factory-applied powder coating degrading and rubbing down to the metal is an MoT failure – but specialists replace most affected tubes without taking the body off.

3 OUT THE CAR'S ELECTRICS

Another oft-discussed TVR foible – but they're nowhere

BUYING TIPS

near as bad as pub folklore would have you believe. Bad earths are common but more faults are caused by poor

stereo and immobiliser installations spliced into the factory loom. Replacement door and boot solenoid 'poppers' are readily available and specialists can sort the most common problems cheaply. Water ingress can also affect the operation of switches, headlights and relays.

4 BOXING CLEVER

The later the Chimaera, the better the drivetrain. Very early Chimaeras used the tough, but agricultural BL/Rover LT77; by 1994, the much smoother (and stronger) Borg-Warner T5 was the mainstay. Ditto the differential – pre-1997 cars used a GKN unit whose parts are difficult to track down nowadays, but later cars employed an Australian-built BTR limited-slip diff, which can be easily serviced and improved.

TVR Chimaera timeline

1993

Chimaera launched; TVR design boss Damian McTaggart styles the new car intending to poach customers from MX-5s to SLs. 4.0- and 4.3-litre TVR Power V8s offered.

1994

Last of the Rover LT77 gearbox cars; it's replaced by a stronger Borg-Warner T5 unit. The Chimaera 500, which shares the Griffith 500's 5.0-litre Rover V8, becomes available.

1996

First major cosmetic and mechanical changes appear; the Griffith and Chimaera start to share chassis and the former finally gets the latter's rear anti roll bar. Chimaera's nose more closely resembles the Cerbera's.

1998-1999

Ford Fiesta MkIII tail-lights binned in favour of a bespoke TVR design.

1999

Chassis powder coating improves from 'white' to 'light grey' specification, offering greater tube and outrigger protection. More space is created, giving later Chimaeras a bigger boot.

2001

A nose job gives the Chimaera faired-in lights under smoked lenses. Switchgear is updated and many cars are now fitted with Cerbera seats as a part of a modernisation programme; fewer cars are ordered with wooden dashboards.

2002-2003

The last 100 Chimaeras are built, all with 4.5-litre V8s. Known as Limited Edition (LE) 450s, they get 16-inch alloys, aluminium switchgear and Tuscan seats. 5526 cars of all variants are built.

FIVE TRIALS

We enjoy the TVR Chimaera and put it fully to the test

1 DAILY DRIVING

Slotting a Chimaera into town isn't that difficult, provided you realise its limitations. Its tractable engine means that barely any effort is needed on that long-travel throttle; brakes and clutch are standard Nineties-Noughties fare with servo assistance. Not all models have power-steering however, so pulling away from kerbs and tight reverse parking can be something of a wrench. Ground clearance is fine save for the vulnerable front splitter, which can ground out on sleeping speed humps, even if taken gently.

2 IN THE SERVICE BAY

A raft of TVR specialists can help to keep a Chimaera happy; provided oil changes and servicing are frequent, there's not much that goes wrong – and if it does, it can be easily replaced from the Ford, Vauxhall and Land Rover service bins that TVR used to make the Chimaera steer, stop and go. Now-unfashionably small 15- and 16-inch wheels have a wealth of decent compound, affordable replacement tyres available, too.

3 ON THE SHOW CIRCUIT

Few classic shows would turn a Chimaera away because it ticks so many of the boxes that organisers love. Large gatherings of TVRs often bring the bass baritone to any showground scenario. When you're finished displaying statically, why not put a few laps in on a track day? Race-bred suspension and V8 power mean that any Chimaera can hold its own at an event, provided your driving skills can fully exploit it.

4 THE LONG WEEKEND

There may only be room for two inside, but they'll be comfortable. Mechanical longevity is not the issue that many naysayers suggest; Chimaera owner, Ben Coombs, managed a 27,000-mile, 25-country jaunt between pubs in a high-mileage Chimaera 400 with only a failed clutch stopping play. Softer, differently specified and longer travel Bilstein suspension means a Chimaera is better suited to the long haul than the more glamorous Griffith; a wider and longer body also means a roomier cabin and a spacious boot – famously designed to accommodate two bags of golf clubs.

5 THE B-ROAD BLAST

Faster B-roads are the Chimaera's element – it copes just fine with twists, off-camber bumps and undulations, while straighter sections allow the engine to flex its muscles. Unassisted steering comes to life at speed – and proper footwork mitigates the lack of ABS and traction control. The Chimaera might be tame by TVR standards but it's still a lightweight rear-wheel drive V8 sports car. A rear anti-roll bar helped wheel deflection from day one – it didn't appear on the twitchier Griffith until 1996.



TVR-designed rear clusters ousted earlier cars' Fiesta MkIII units from 1998; a new number plate plinth kept the last Chimaeras looking fresh.

ENGINE 4556cc/V8/OHV **POWER** 285bhp@5500rpm **TORQUE** 319lb ft@4500rpm
MAXIMUM SPEED 160mph **0-60MPH** 4.7sec **FUEL CONSUMPTION** 15-20mpg
GEARBOX RWD, five-speed manual **ENGINE OIL** Castrol Supercar 10w/60 5.1 litres
GEARBOX OIL Castrol ATF Dex 11 Multivehicle 1.7 litres

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THE CCW VIEW

Calling the Chimaera the 'everyman' TVR isn't doing it the disservice you might think. For those put off by tales of unreliability, histrionics and flip paint – better associated with its successors – the Chimaera was peak Wheeler-era TVR.

The last TVR to be powered by a Rover V8 from start to finish, the Chimaera character acted as tribute to that engine's versatility.

Had the Chimaera not been so successful, the later wilder, better-remembered straight-six and

V8 models built entirely in-house may have never come to fruition.

Today, prices are on the rise, but unlike the other market stars selected by Richard Hudson-Evans in this issue, Chimaeras appear at auction far less frequently, being sold privately and with a sizable proportion through word of mouth among the excellent TVR Car Club. Invaluable advice on its part will also ensure that you bag a good one that you can begin enjoying straightaway.

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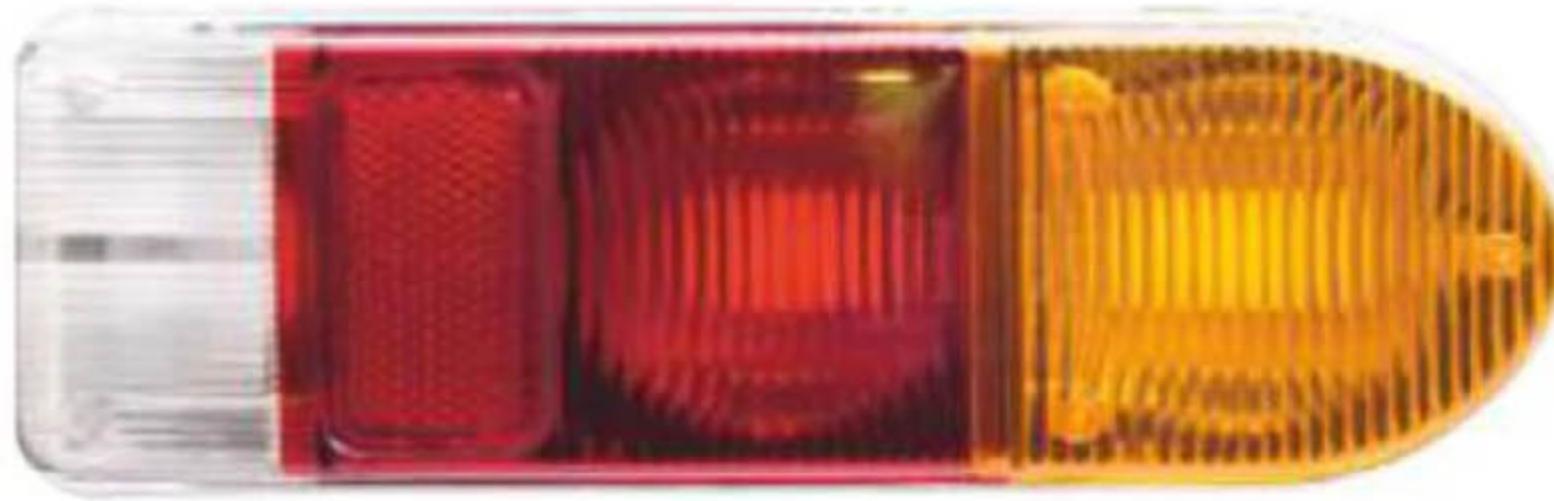


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LIVING WITH CLASSICS

Our tales from the driveway, garage and out on the open road

OUR CLASSICS

RESCUED BY A WELDER

A lot of rot was removed from John's Cambridge after it was media-blasted – certainly enough to worry him...



JOHN LAKEY
SERIAL MENDER

1966 AUSTIN A60 CAMBRIDGE

Media blasting is a great way to find out about your car, but the truth is not always what you want to hear.

Nick Graham of Soda Blast UK's careful stage-by-stage blasting had followed the rust (which is a sort of back-to-front classic car version of the 'follow the money' Watergate edict) which had led to the car becoming rather more dismantled than planned and revealing itself to be much rustier than I had realised.

That left me with two choices – to take the car back to Steve Turner in York, who is not a welder, and try to weld it up after the engine had been fitted, or find a welder in Newcastle capable of this kind of work. Luckily 'blaster Nick' contacted his friend, local enthusiast and welding guru, Dave Thomson, who agreed to take

OWNED SINCE
May 1984
MILEAGE SINCE
LAST REPORT 0
TOTAL MILEAGE 500,000
LATEST COSTS
£1200

a look at the car. Happily, 'taking a look' quickly turned into 'getting his sleeves rolled up and starting the job there and then'!

Dave has welded all sorts of cars and actually dropped work on a 911 rebuild project to do this job for me. The fact that Nick Graham kindly let the work happen in his workshop meant that Dave could just get on with it the following week, without the car having to be moved again. A top chap is Nick.

I later drove all the way from Birmingham to Newcastle and spent a couple of days up there helping Dave and Nick to strip the car and get on with the welding, working as a gofer and parts finder. I'm not a very good welder, although I'm beginning to think that I should have a go at learning properly because I seem to need welders a lot, these days!

The list of jobs was daunting, but the car was stripped, so at least access wasn't too bad. We made a list of the jobs then worked out an order, something that gave me confidence in Dave's abilities.

In broad terms we were looking at the passenger-side 'elephant's

ear' (the panels behind the sidelight area of the grille), the top of the nearside A-pillar and inner wing, the nearside wing mounting channel from about halfway back to the bulkhead, the inner wings on both sides and the interior floor on both sides. We decided to leave the offside elephant's ear and valance because they weren't as bad as the rest of the area, so that wing didn't need to come off to finish the blasting. I can do that side in Birmingham before the painting.

I was able to get an elephant's ear from A60 parts specialist NTG, but Dave made all the other panels and repair patches by hand. He carefully and methodically worked his way through the car, producing nice neat welds, helped by the super-clean blasted surface, which of course makes welding easier.

I'd actually made my way back to Birmingham by the time that Nick and Dave had reassembled the car for me, but apparently it wasn't an easy job – naturally, panels never quite re-fit quite as easily as they come off.

The wing is now bolted on, though, so we can make fine adjustments when we get into the paint stage, which at this moment seems a very long way into the future...



Dave Thompson sets about grinding out all of the Cambridge's old, rusty metalwork.



BEFORE



AFTER

Media-blasting revealed this rusty passenger-side 'elephant's ear' and valance.

The repaired 'elephant's ear' in all its glory – this is how it's supposed to look.



NO REST FOR THE WICKED!

As you'll read below, the CCW team has entered full-on winter tinkering mode, with everything from full restos to minor modifications being carried – which reminds me... my TR7's steering rack needs replacing!

CHRIS HOPE FEATURES EDITOR



Next Week: How this Audi wormed its way into Keith Adams' affections



Keepers: This adventurous pair won't be parting any time soon



£1k Challenge: Two years of highs and lows - what have we learned?

p24

p26

Going spare

Theo's new bonnet means that Glug can finally carry its own spare wheel



1968 LAND ROVER SERIES IIA

In all the years I've owned this Land Rover, I haven't had any proper means of carrying a spare wheel. On long trips, I've resorted to ratchet-strapping it to the rear bulkhead, behind the seats, but that's far from ideal. For shorter runs I just leave it behind, and frankly that's just asking for trouble.

There are various ways in which a Series Land Rover can carry a spare. One is to have a rear door with an integrated carrier, but the extra weight knackers the hinges on rough terrain. A 'swing-away' rear carrier gets around this, but my favoured option (admittedly partly because it looks the business) has always been a bonnet-mounted wheel. Not all Land Rover bonnets come with the necessary dish and wheel mount, however, and most are horribly rusty, so it's taken me forever to find a solid one at sensible price.

I bought mine down south, and it was in pretty decent condition – not perfect, but good enough. It's from a Series III

rather than a Series IIA, which you can tell by the hinges, but these were to be swapped anyway. After leaving it cluttering up the garage of fellow CCW contributor, Richard Gunn, for a few months (thanks Rich!), I finally brought it home to the Outer Hebrides in the back of a Range Rover P38 just before Christmas last year.

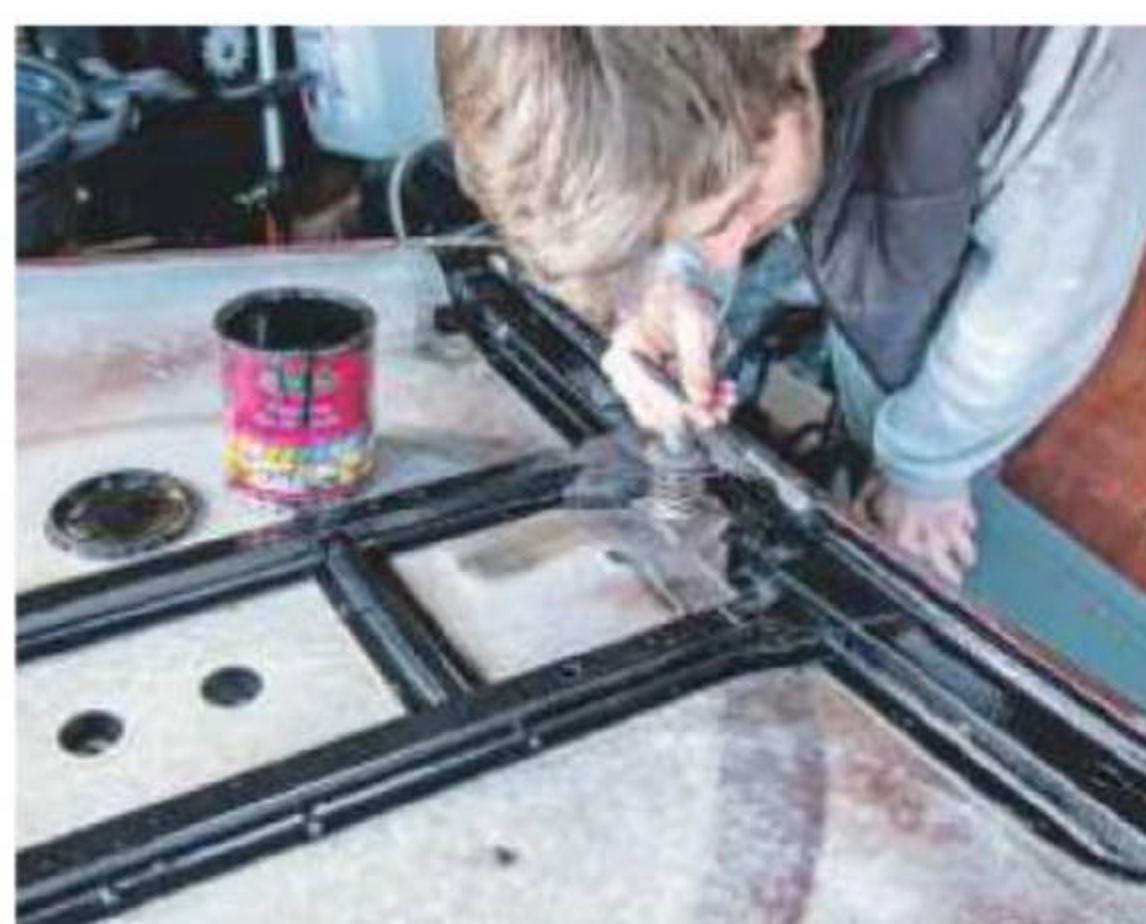
Getting it ready meant rubbing down the frame and halting the inevitable corrosion with black enamel paint, which occupied me for a quiet afternoon in the shed over the festive break. Then it was time to sand out the imperfections in the original Roan Brown paint, etch prime them, and roll it all over with Marine Blue. It was a bit of a shame seeing the Roan Brown disappear – it's a lovely period colour, and the paint was in decent nick, too. Oh well...

The new bonnet's SIII hinges had to be swapped for those from my SIIA, a simple job because the bolt pattern (three each side) is exactly the same. I was fairly confident of this beforehand, but not entirely certain, so it was a big relief to see the new bonnet finally mounted in place.

Into the dish went a spare wheel carrier that's been staring at me for ages, and bolted onto that went the wheel that I've been hauling around since about 2010. Not anymore, though!



Theo is chuffed with Glug's new bonnet – it's safer, more practical and looks the business.



The perfect excuse for spending some quiet time in the shed over Christmas.



Tea-drinking is postponed while important painting is done – using a roller, of course...



Losing the new bonnet's Roan Brown paint was sad, but necessary.



New bonnet's SIII hinges (right) had to be replaced with SII/IIA ones (left).

OWNED SINCE 2011 // MILEAGE SINCE LAST REPORT 50 // TOTAL MILEAGE 44,100 // LATEST COSTS £45

Running cool and wobble-free



1994 ROVER 216 SLI

The Rover's bodywork may be dented, faded, rusty, different shades of red and peppered with welding scars and peeling lacquer, but it drives remarkably well. So with its MoT done and dusted, it seemed like a good time to sort out its few mechanical issues.



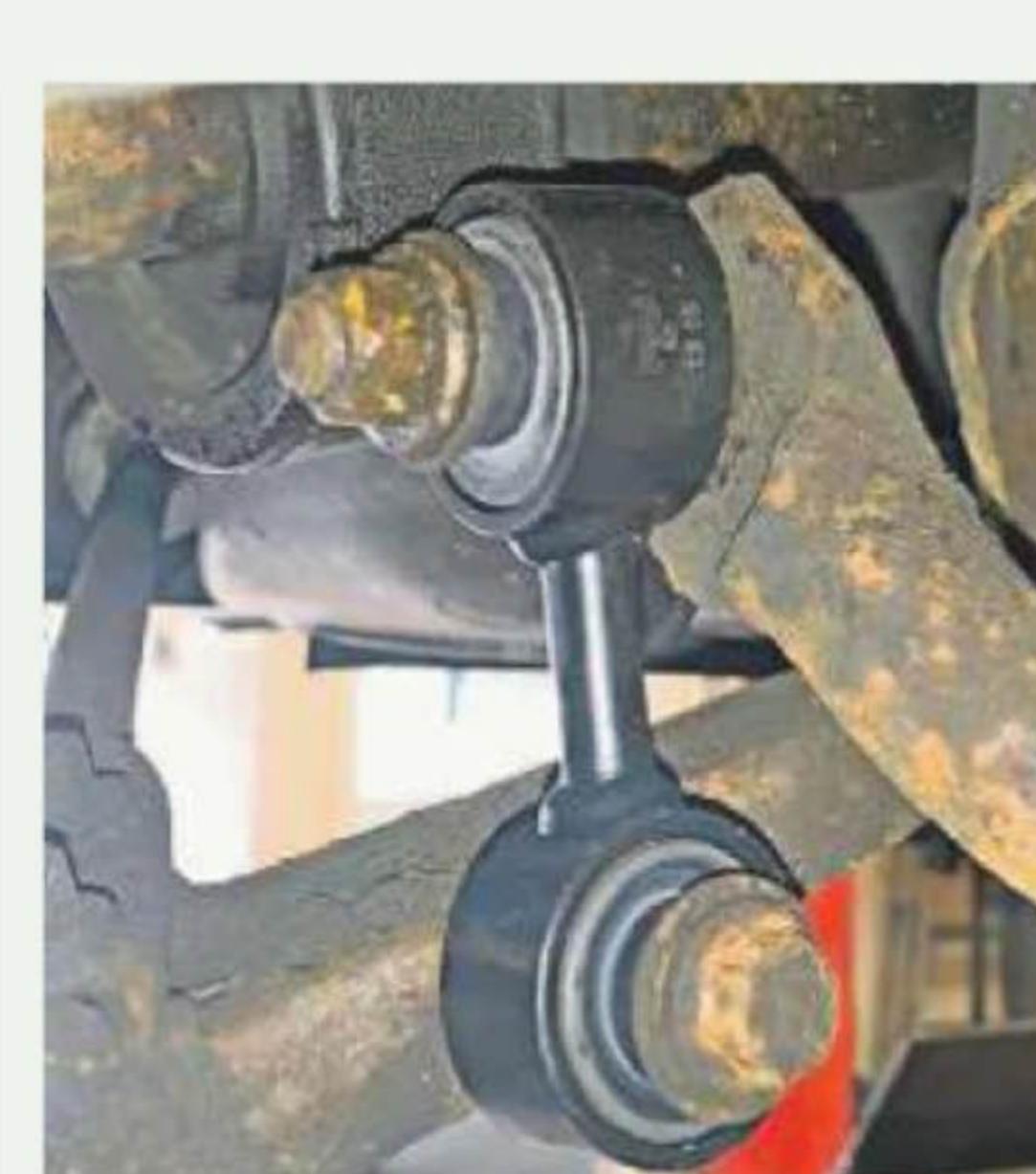
The first of these – namely that the front anti-roll bar drop-link bushes were perished – had been highlighted as an advisory at the test, so it was off to Dawson Motors in Peterborough. It was quite an easy job, but needed someone with the right tools, expertise and lifting ability – not me, in other words.

Besides, there were other jobs to do. The cooling fan wasn't cutting in when it was supposed to, and while the Rover seemed happy to idle for 20 minutes or so before starting to get uncomfortably hot, this obviously wasn't the happiest of scenarios, especially given that the car had come perilously close to overheating, not once, but twice.

Testing had proved that the fan motor and wiring were fine, leaving the switch as the likely culprit. Unfortunately, this is located, rather inconveniently, at the back of the engine and could only be changed from underneath. I don't know if it's



With the tired old suspension anti-roll bar drop-links off, it was easy to see just how perished the bushes were getting. No wonder they were spotted by the MoT tester.



New anti-roll bar drop-links should help to tighten up the Rover's handling.

worked yet – the hot summer weather is now but a distant memory – but I'm sure it won't be too long before I get stuck in a big traffic jam. This is the UK, after all.

Finally, the two front tyres were low on tread and had developed a wobble between 50mph and 70mph. I'm not a fan of part-worn tyres, but Craig found

two replacements from a reputable business for just £30. They were considerably better than what they replaced, solved the wheel vibration, and convinced me that they were a wise budget move during some very rainy weather on the day of fitment.

Good work all round, I'd say.

OWNED SINCE November 2018 // MILEAGE SINCE LAST REPORT 926 // TOTAL MILEAGE 70,797 // LATEST COSTS £163.54

THIS WEEK IN OUR FLEET...

DAVID SIMISTER
EDITOR



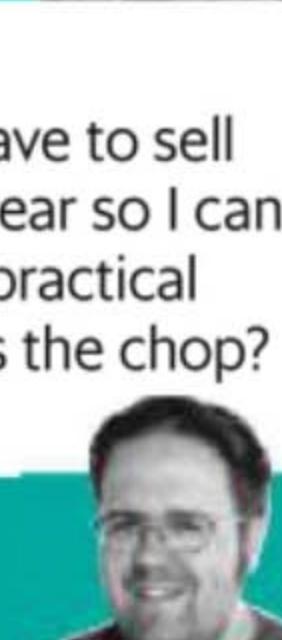
1977 RELIANT Scimitar GTE
Route to freedom currently blocked in by a dead Christmas tree. Counting the days 'til the bin men arrive and cart it away – the tree, I mean...

JAMES SADLIER
MANAGING EDITOR



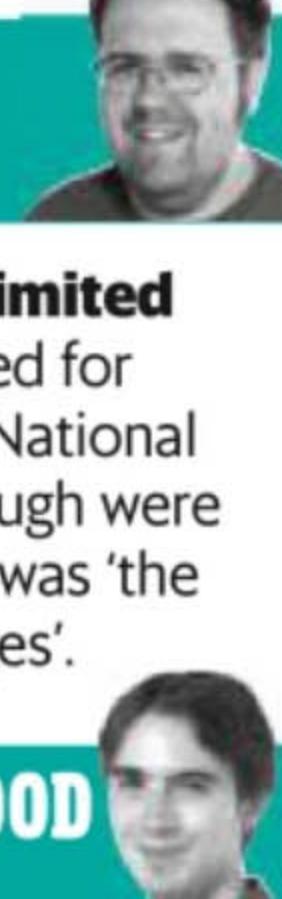
2003 PEUGEOT 406 Coupé
Parked up after its owner jetted off to Florida for some winter sun. We suspect James will want to replace it with a Mustang when he gets back.

MIKE LE CAPLAIN
PRODUCTION EDITOR



TO BE CONFIRMED...
It's official – I'm going to have to sell one of my MGs later this year so I can buy another, rather more practical classic. But which one gets the chop?

JON BURGESS
NEWS EDITOR



1994 JEEP Cherokee Limited
The windscreen has cracked for some mysterious reason. National Windscreens in Peterborough were quick to inform me that it was 'the oldest car it's had in for ages'.

CHARLIE CALDERWOOD
STAFF WRITER



1999 BMW 318 Ti
Big wash after lots of driving over winter has reminded me how bad the alloy wheels are. Replacements may be incoming, budget permitting.

CHRIS HOPE
FEATURES EDITOR



1980 TRIUMPH TR7 FHC
Left the garage for the first time in ages; albeit only to nip down the shops. The round trip can't have been more than ten miles. Still fun, though!

RICHARD GUNN
SENIOR CONTRIBUTOR



1994 ROVER 216 SLI
Hadn't moved since mid-December, but started first time when prompted a few days ago. The boot does seem a little on the damp side, however...

NICK LARKIN
EDITOR-AT-LARGE



2003 MG ZR
MG is about to have its new windscreen fitted after the old one cracked in two places, and the cracks became so long that they met!

ALSO ON THE FLEET
David Brown 1999 Rover 200 BRM.
Steve Berry 1970 Reliant Scimitar.
Richard Kilpatrick 1992 Jaguar XJS.
John Lakey 1984 Opel Monza.
Nick Larkin 1960 Austin A55.
Alex Riley 1981 Triumph TR7 Conv.
James Taylor 1950 Rover P4.
Fuzz Townsend Austin 7 Special.

'Mavis' is highly original and has never been fully restored.



KEEPERS

1981 TRIUMPH SPITFIRE

TRACEY CLEAVER
ISLE OF WIGHT

I celebrated hitting the grand old age of 23 in 1985 by buying a two-seater convertible.

I wanted something that looked classic with chrome bumpers, which meant that the newer MGBs and Midgets were out. In fact, I was left with just one contender: a Triumph Spitfire 1500. I didn't have to wait long or look too far to find the right car because a four-year old Vermillion Red Spitfire was waiting for me at the Slough Motor Company, not far from my home. 'Mavis', as she is affectionately known, would

quickly become a big part of the family.

'Dad and I collected her in the January snow; there wasn't much space for the two of us when he climbed into the snug cabin in his sheepskin coat and that first drive was a bit of a shock because all I had driven before was a Mini.'

The first thing I noticed was its long bonnet, which I couldn't see over, while the low-slung seats were much closer to the ground than I was used to. Still, I drove Mavis with the roof down at every opportunity because I loved this new driving experience. In fact, I was hooked; what a fabulous feeling on a sunny day or a clear evening. What better way to drive?

'I have now owned Mavis for 34 years and we have had lots of

adventures together attending Triumph weekends all over Europe. She's been to Spa in Belgium, the Standard Triumph European Rally and International Spitfire Weekend, both in Holland, plus the Le Mans Classic on several occasions. Most of those adventures have been with the Triumph Sports Six Club, which I joined in 1985, and through which I've made many wonderful friends. I've got a godson thanks to the TSSC and even met two husbands!

'I moved to the Isle of Wight several years ago, somewhere that Mavis and I have been travelling to for 30 years. That's how long the annual Triumph extravaganza has been taking place during the first Bank Holiday weekend in May, and I now run it because I

took on the role of Isle of Wight area organiser for the TSSC with my great friend Elaine Hawkins a few years ago.'

So, if you're a fellow Triumph owner looking for something new to try, be sure to come and see us on the island on 8-10 May to join in the fun!'

WORDS Richard Dredge



I drove it with the roof down at every opportunity - I loved this new driving experience'

LANCASTER INSURANCE QUOTE 1981 TRIUMPH SPITFIRE 1500 worth £6000. Standard quote: £80.20 or £98.20 with agreed value.

*Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL. Disclaimer: Policy benefits, features and discounts offered may vary between schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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WHAT WE RECKON

'The fact that Tracey's car is still almost completely original as it approaches its 40th birthday is commendable – it has never been welded but treated to some fresh paint here and there, plus a sports exhaust and tubular manifold – but it has no overdrive because Tracey can't bear to spoil its originality. But with Mavis often used for long-distance road trips, fitting overdrive would make a huge difference to noise levels.'

RICHARD DREDGE
CONTRIBUTOR



THE INSURER'S VIEW

'As one of the Triumph Sports Six Club preferred insurance partners we cover a number of Spitfires, although Tracey has probably owned her little convertible for longer than most! We do agree that the addition of an overdrive gearbox would improve the comfort on longer journeys and, whilst they should always be declared, modifications will not always increase insurance premiums. We would encourage Tracey to consider an agreed value policy so that the true value of the vehicle would be realised if the worst should happen.'

ANDREW EVANSON
LANCASTER INSURANCE



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- **David Manners**, W. Mids. jagspares.co.uk
- **South Triumph Services**, Dorset. 01202 423687 southerntriumph.co.uk

ENGINE 1493cc/4-cyl/OHV **POWER** 71bhp@5500rpm **TORQUE** 82lb ft@3000rpm
MAXIMUM SPEED 101mph **0-60MPH** 13.2sec **FUEL CONSUMPTION** 28-35mpg
TRANSMISSION RWD, four-speed manual



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THE HIGHLIGHTS AND LOWLIGHTS



GOING CLUBBING

'I joined the Thames area of the Triumph Sports Six Club within a few months of buying Mavis. We used to go out regularly as a group, enjoying drives out such as this one – although I have no idea what our destination was!'



ON THE PULL

'I started out with a small tent, but as I acquired a bigger tent and more camping luxuries, I had to fit a tow bar so I could take a trailer tent. This looked very strange from behind because all that was visible was a trailer and two towing mirrors; Mavis was hidden.'



A LONG STORY

'There used to be an annual event called the Mile Of Triumphs, which was held in Norfolk, and I took Mavis for one of the early weekends. The idea was that enough cars would turn up for there to be a mile of Triumphs lined up along the Great Yarmouth seafront.'



CAPITAL IDEA

'I took part in the Queen's Golden Jubilee Parade in London in 1992. We assembled on Horse Guards Parade with many other classics and had a police escort along the route, which ended up on The Mall. Prince Charles waved to me as I drove past the Royal Family!'



THE FRENCH CONNECTION

'The Le Mans Classic is one of the biggest events for the TSSC, which always takes the camp site at Tertre Rouge during the event. Here, we managed to photograph Mavis with my husband Marcus and me in front of the Dunlop bridge on the circuit.'

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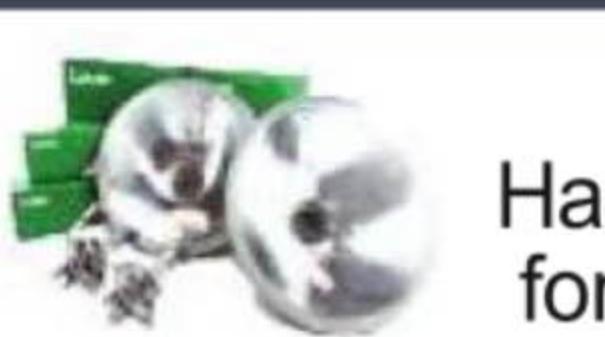
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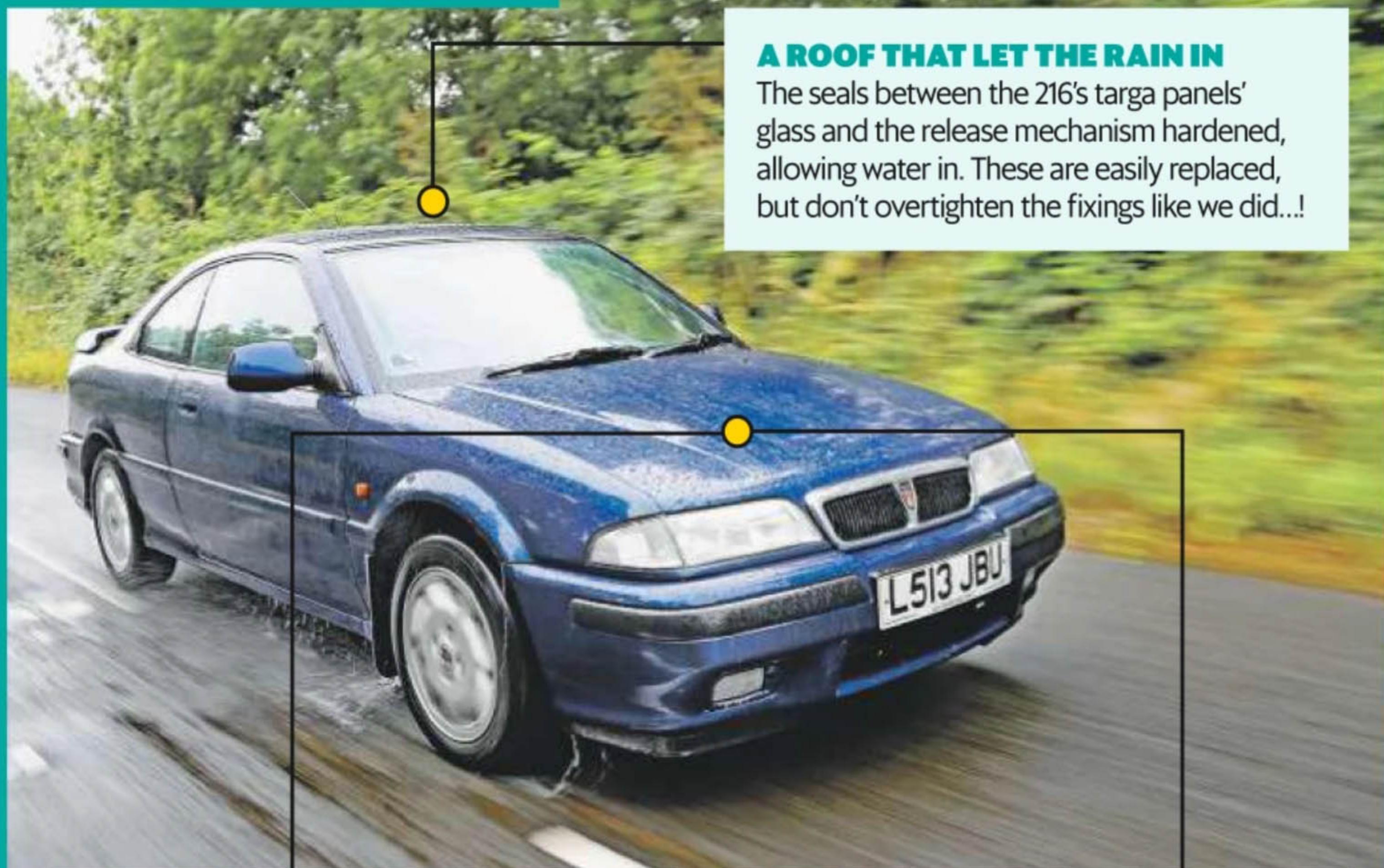


100 WEEKS OF OUR £1000 CHALLENGE

What have we learned from two years of the highs and lows of buying, selling, driving and maintaining cars that cost us less than £1000? Lots...

WORDS Charlie Calderwood, David Simister and Chris Hope PHOTOGRAPHY CCW Collection

1993 ROVER 216 COUPÉ



A ROOF THAT LET THE RAIN IN

The seals between the 216's targa panels' glass and the release mechanism hardened, allowing water in. These are easily replaced, but don't overtighten the fixings like we did...

OVERHEATING WOES

The rotten radiator had to be replaced, so always check the cooling system for this reason, likewise the condition of the hoses – some of which are now difficult to source.

ERRATIC IDLE

Dismantling and cleaning the car's Idle Control Valve resolved the erratic idle that would very occasionally cause the car to stall. We also replaced the coil pack and HT leads.

There's something very liberating about buying cars for £1000 or less; you know that no matter what happens, you're never going to lose that much money on them.

That's the theory anyway, but our £1k Challenge cars have had a remarkable talent of attracting bills

small enough for us to keep faith in them, but regularly enough that they've often been far from reliable. For every car, however, we've learned new lessons in how – and how not – to buy cars at the extreme bottom-end of the market.

So, why not start your own £1k Challenge? We can't promise

that you won't suffer the odd disappointment or two like we have, but there's always a nice surprise – our old Reliant Robin's excellent gearchange, the Tomcat's surprising knack for covering long distances or the Tokyo minicab velour interior of our current Mitsubishi Galant – to make it all worthwhile.

1990 RELIANT ROBIN



MISREADING DIALS

The main offender was a temperature gauge that consistently gave incorrect warnings of overheating-induced doom – lately traced back to a faulty relay.

THAT ROTTEN CHASSIS...

...was 'only a couple of speed bumps away from collapsing', in the words of club experts. We found a replacement, but fitting it meant taking the body off...

A POORLY RADIATOR

This was the first component to fail after our Robin sailed through its MoT, overheating barely a few miles into its first trip to our offices under its own steam.



CHRIS HOPE It's been almost a year since we parted ways with our coupé, and speaking as the person who bought it, I can say that I look back on those ten months fondly.

We covered 8500 miles in total and ticked over the 100,000 milestone on the odometer in the process. The excellent Rover 200 & 400 Owners' Club made life with JBU simple. We would have been lost without it when looking for parts specific to our car; its advice on executing repairs was also first rate, helping to keep JBU on the road.

It would have been nice to have improved the Tahiti Blue paintwork. The money needed for a respray wasn't in keeping with the ethos of our £1k Challenge, but I'm sure that time spent polishing would have

transformed it. Unfortunately it was used so much that we never got the chance.

The car is currently on SORN, so hopefully its new owner is finally treating it to the TLC it so richly deserves.

MARKET OPINION

'You rarely find these cars with nice bodies, and ours wasn't all that nice, either. Unfortunately I'm not sure they will ever be worth the money it would take to restore them.'

RICHARD BARNETT
MARKETS EDITOR

DAVID SIMISTER I was actually looking for a Jaguar, but ended up falling for this three-wheeler when it popped up in an online ad.

Not that it's turned out to be remotely more sensible – what I initially suspected would be a few minor repairs paid for by the £400 left after the asking price morphed into a body-off rebuild when I discovered dangerous corrosion.

The Reliant Owners' Club helped to source a replacement chassis and the various bits needed to nurse it through an MoT, but after many months of hard graft and headaches it passed with no advisories.

It was a painful resurrection – and one that shows that if you're buying a project, you can easily spend the purchase price

again just on repairs – but it was worth it just for the snappy gearchange, cheeky demeanour and immediate steering.

A mate of mine is now treating it to a few upgrades, but I still miss it.

MARKET OPINION

'A small, dedicated following makes Robins worth more than you might think. I don't think they'll see much growth from where they are, though – they are so niche.'

RICHARD BARNETT
MARKETS EDITOR

MORE 1990s SPORTS COUPÉ BARGAINS

1997 VAUXHALL CALIBRA V6 2.5 AUTO, £1150



157k miles. On SORN and needs MoT. Running poorly but in good condition.

07391 870223, classiccarforsale.co.uk

1992 TOYOTA MR2 GT, £1250



44k miles, recent service with brakes overhaul and new clutch.

07586 000111, classiccarforsale.co.uk

MORE QUIRKY CLASSICS FOR UNDER £1k

1992 PROTON 1.5 GL, £725



70,000 miles, long MoT with no advisories, £200 recently spent, two lady owners.

07405 984755, classiccarforsale.co.uk

1991 OLDSMOBILE TORONADO, £1000



100,000 miles. Possibly the only car in the UK. 3.8 V6 automatic. Runs and drives well.

07736 509685, classiccarforsale.co.uk

1990 MITSUBISHI GALANT



CHARLIE CALDERWOOD I bought our 227k-mile Galant because I wanted to prove that high-mileage classics aren't anything to be afraid of. I still believe that to be true, but it hasn't exactly proved my point.

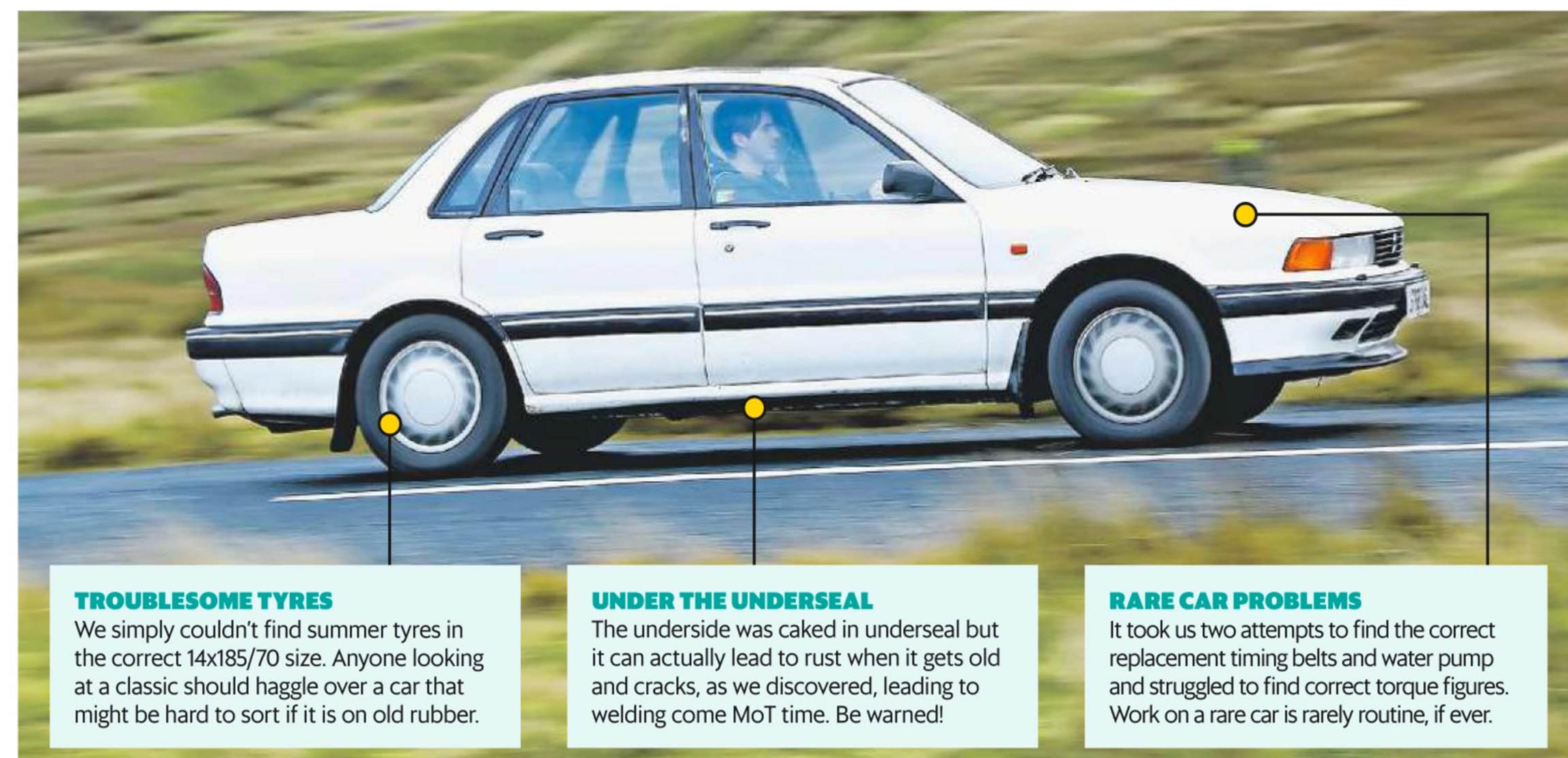
Bills for exhausts, welding, brakes and, in the near future, clutch have proved to be far beyond what I'd hoped for. The problem was I hadn't realised the Galant had only covered a few hundred miles in the years before we bought it – a recipe for bad surprises.

I'm still glad that we bought the Galant, however, because it deserves saving, being one of just seven of its exact model currently on UK roads. I'm hoping that we've now cleared the problems that developed in its years of relative disuse and can continue with our quest to get the car all the way up to 250,000 miles.

For all of its maintenance requirements, our Galant is our most-travelled £1k Challenge car, with more than 10,000 miles under its belt so far, and that is something to be proud of. It's testament to the fact that if you want a car that you'll use regularly, it's best to get something comfortable.

WHAT'S AHEAD FOR THE GALANT

Put in a shift We need to fix what we suspect is a failed clutch release bearing.
Service it It's due an oil and filter change soon – we've covered 10k miles in it.
Take it to Europe What better test for the Galant's long-legged reliability?
Tidy it up Sorting the small bubbles of corrosion around the car should be easy.



TROUBLESON TYRES

We simply couldn't find summer tyres in the correct 14x185/70 size. Anyone looking at a classic should haggle over a car that might be hard to sort if it is on old rubber.

UNDER THE UNDERSEAL

The underside was caked in underseal but it can actually lead to rust when it gets old and cracks, as we discovered, leading to welding come MoT time. Be warned!

RARE CAR PROBLEMS

It took us two attempts to find the correct replacement timing belts and water pump and struggled to find correct torque figures. Work on a rare car is rarely routine, if ever.

1992 VOLKSWAGEN POLO



DAVID SIMISTER The fact that I clocked up more miles during the Polo's maiden voyage than I did in nearly six months with the Robin says it all; this time, I wanted a bargain buy that worked straight out of the box.

We spotted this example in an online ad; it was being sold by a Blackpool-based private seller, and after a subsequent trip to the seaside and a bit of haggling, K757 JMA was ours for £825.

It performed faultlessly on the long drive back to CCW's Peterborough offices, but there were still plenty of things to sort out on our MkII, starting with a brake pedal that seemed curiously devoid of feel and not-at-all confidence inspiring.

We've done quite a bit with the car since picking it up – we've taken it Christmas shopping and out to see another vehicle that carried thousands of commuters in the early Nineties – the Intercity 125 train, on its final appearance on the East Coast Main Line – but its first show outing has been scuppered by a fuel leak.

Repairs are now underway – watch this space to see how we get on.

WHAT'S AHEAD FOR THE POLO

Sort the smell ...by fitting a new petrol tank. The old fuel filler is corroded.
The show goes on We really want to take it to a big show, like DubFreeze.
Hush-hush A dodgy door seal needs fixing and we need to fit a working radio.
Oil change New tyres and better brakes already fitted – now it just needs fresh oil.

MORE MILE-MUNCHING BUYS FOR UNDER £1k

1995 SAAB 9000 CSE £975

208,000 miles, MoT December 2020, new brakes, tyres and front wings. Automatic, low pressure turbo, cream leather interior.



1995 FORD MONDEO 1.8 LX, £595

1.8 manual with blue velour interior. 90,000 miles, MoT October 2020, three owners from new.



MARKET OPINION

'The Galant was a decent deal for £900. It's never going to make lots of money, but would make a small return if you held on to it for a few years. It certainly isn't going to depreciate.'

RICHARD BARNETT
MARKETS EDITOR



IFFY BRAKES

Expert inspection showed that the slide pins on the front calipers had seized up. They've since been rectified, giving a much more confident pedal feel than before.

TRIM NIGGLES

We're very keen to sort out the scratch above the nearside rear wheelarch, replace a ripped driver's door trim and retrim or replace the scruffy driver's seat.

FUNNY FUEL SMELLS

We initially thought the rich petrol smell was down to a perished breather pipe, but we've since discovered a leaky fuel filler neck – which means fitting a new fuel tank.

MARKET OPINION

'David did well with the Polo – it sounded like a good car as soon as he first mentioned it to me. Late ones like this are much better value than early cars at the moment.'

RICHARD BARNETT
MARKETS EDITOR



CLASSIC SUPERMINIS FOR £1000

1988 RENAULT 5TL, £1000

50,000 miles, MoT April 2020, 1.1-litre, four-speed manual. Needs some TLC, but the bodywork is good for its age.



1994 ROVER METRO RIO, £400

57,386 miles, SORN since Nov 2013, starts straightaway, one previous owner, rust in rear arches but replacements included.





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GUIDE PRICE:
 NO RESERVE



**1997 TOYOTA HI-LUX 2.4
 TURBO-D 4WD**

56,423 miles from new

GUIDE PRICE:
 NO RESERVE



**1979 PORSCHE 911 (964)
 CARRERA 2 TIPTRONIC LHD**

GUIDE PRICE:
 £29,000 - 35,000



KINGS LYNN

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Already consigned to the
first auction of 2020

1968 Aston Martin DBS Vantage, No Reserve - One of only 70 in Vantage specification



1934 Riley 9 Sports Special Est: £26,000 - £32,000



1935 Austin 7 Nippy Est: £11,000 - £14,000

Further Quality Entries Invited

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THE WEEK IN DEALS

RICHARD BARNETT'S WEEK OF LOOKING AT THE MARKET

WEDNESDAY

It's pleasant change to have a good few days at home and the multi-miles Jaguar X-Type can have some time safely tucked away in the garage. Had a look around some auctioneer websites to see what's going on – unsurprisingly the first two weeks of the year are a bit slow, but I'm optimistic that things will be hotting up soon. Let's face it, there must be plenty of pent-up, cash-ready punters ripe for a classic motor.



FRIDAY

Impressed by the way that ACA and SWVA sales are shaping up, and these two sales should please most intending buyers unless you're being overly fussy about what you want. What catches my eye is that both sales have an 8 Series BMW, ACA offering an 850i and SWVA a 1997 840i, both in the same metallic dark red. These handsome grand tourers are entirely viable XJS alternatives. Their looks have, if anything, improved over time and they're built superbly. What's more, they'll definitely not be getting cheaper, so intending owners need to act sharpish, otherwise they'll miss the boat.

SIZE MATTERS

US auctioneer breaks the record for no-reserve classic sales – and it reflects market trends also being encountered by buyers on this side of the Atlantic

NORTHEAST

THE WORLD'S GREATEST COLLECTOR CAR
Barrett-Jackson's classic auctions have traditionally been some of the largest on the global market, but it now says that this week's Scottsdale sale has broken the record for no-reserve deals.



THE
BIG
STORY

The world's largest classic auction, featuring 2000 vehicles, gets underway this week – and all the cars being sold are no-reserve.

Barrett-Jackson said that its latest sale in Scottsdale, Arizona, was the largest in its history, and that it was hoping to 'make history' with the most ever cars sold at a single classic auction. The nine-day sale includes nine different classic collections being brought to market for the first time, with UK experts saying that its sale is a reflection of the increasing number of classic owners turning to auctions

to sell their cars, offering buyers a greater choice of potential deals.

The auction house said that younger buyers are driving the increase in sales, and that it expects a greater number of registered bidders than the 5300 who took part in 2019's sale.

CEO, Craig Jackson, said: 'With the largest publicly consigned no reserve docket in auction history and nearly 2000 vehicles crossing the auction block, we're giving guests something they can't find anywhere else.'

The trend for ever-larger auctions in the US parallels similar increases in the number of cars being auctioned

'This is the largest publicly consigned no reserve docket in auction history, with 2000 cars'

biggest area of growth, and market experts believe that this trend is being reflected in the US.

CCW's auction expert, Richard Hudson-Evans, said: 'The size of the Barrett-Jackson sale is a reflection of how more people are using auctions to buy and sell classics, and that's the case not just here in the UK, but in the world's biggest market for older cars.'

'There's always a huge hullabaloo about this sale – they have rows of lots three or four across, it goes on for day after day, and most of the lots are driven in front of the rostrum.'

David Simister

CLASSIFIED GEMS

Cars that caught our eye in this week's ads

ALFA ROMEO

164 2.0 TWIN SPARK



1995, 85,000 miles, £3295, Manual car with 2 previous owners, FSH. In fantastic condition, MoT Sept 2020. Everything works. 07801 077017, near Banbury

p42

Alfa Romeo 164
This looks like one of the tidiest 164s available. It isn't a V6, though, and you could get a V6 in need of a bit of work for the same money – so it's one for the collector, rather than the speed-freak.

AUSTIN

A40



1958, 39000 miles, £3500, Low miles, lots of paperwork, drives lovely, comes with some spares, needs repair to driver's seat. 07547 152301, Weedon

p42

Austin A40
This A40 must have been registered late, because they were only made up to 1954, but that doesn't change the fact that it looks like it's in great condition and it's a rare car for the asking price.

TRIUMPH

GT6



1972, £10,750, ovno, very good condition, overdrive, fully rebuilt engine, TR6 head and TR5 PI induction, too much to list! 07882 969747, London

p58

Triumph GT6
Though far from the cheapest GT6, this looks like an ultimate evolution of the breed, with the engine built to TR6 spec, with rear discs and – being a 1972 car – with the best rear suspension set-up.



THIS WEEK'S HIGHLIGHTS

There's no better way to get the 2020 auction scene off to a flying start than ACA's year-opener. From the tiny-mile Auto Union to a 1970 Cadillac Coupe DeVille, the ACA crew has it covered.

RICHARD BARNETT, MARKETS EDITOR



Auctions: ACA's Jaguar XJ6 S1 could be yours for just £10.5k



Buying Guide: Why the Saab 900 Turbo still blows its rivals away



Cash-Free Classics: Why your cash is safe in a Moggy Traveller

UK'S POTENTIAL NO-RESERVE BARGAINS



1967 MGB GT

Historics, 7 March

There are plenty of B GTs on the UK market, but this one's been treated to a bare-shell restoration with a complete engine overhaul, and it's only covered 800 miles since.



1986 ALFA ROMEO SPIDER

Brightwells, 4 March

UK specialist Bell and Colvill converted this Series 3 to RHD, and they usually represent one of the cheapest routes into rear-drive Spider ownership.



1982 RENAULT 9

SWVA, 30 January

This one-owner-from-new TLE is being sold as a running project and has no history, but we reckon that the no-reserve start should attract a flurry of bids.

WELL BOUGHT

It's all in the numbers

Why this £32k result was actually a shrewd deal

CAR 1972 Rover P5B Coupé SOLD £32,190 ORIGINAL ESTIMATE £20,000-25,000 - CCA, 7 December

RICHARD BARNETT
MARKETS EDITOR

It went beyond its upper estimate - how can it be well bought?

The simple answer is condition, and the costs involved in restoring a car to this standard. Consider someone wanting a stunning order P5B Coupé, but opting for going the restoration route rather than a buying a wonderful-order, highly original example.

Why don't I just buy a cheaper example?

Let's say you buy a P5 that's described as 'good', and you want to make it one of the best in the country. Who's to say that the 'good' car is, well, good? These were immensely complicated cars, structurally, and didn't enjoy great rust prevention. That good car might turn out to be an utter basket case, and putting right the structure before turning to the body panels will be very expensive. So as with models like the Jaguar MkX/420G and Rolls-Royce Silver Shadow, the old adage of buying the best you can stands true.

The bodywork was a big factor in the price.

Condition is all-important with any P5/P5B and the big Rover can be a minefield for those not really versed in them. This was a notable exception in every respect, from the underside to the bodywork (first-class panel fit and shutlines) as well as a stupendously tidy engine bay. The Admiral Blue paint - dark enough to reveal the smallest dent - was wonderfully deep and lustrous, as was the expanse of chrome. And anyone thinking that the interior would be a letdown were in for a surprise



because it was in very good, original condition - no costly rectification, then.

The history mattered here, too.

Let's start with the warranted 53,748 miles from new. Okay, that wasn't mega-low, but it was an instant draw and the market likes warranted mileage, whether high or low. And the service history was described as detailed - an indication of the care that this example

had received over the years - and for those with a true eye for a car's past, the original stamped Rover 'Passport to Service' was included.

The buyer played the long game.

It wasn't cheap, and it went beyond its upper estimate, but here was a classic case of why it's worth paying more in the first place, because it'll work out cheaper in the long run.

How this Rover P5B Coupé compares

CONCOURS	£25,000-30,000+
VERY GOOD	£18,000-24,000
GOOD	£9,000-17,000
USABLE	£4,000-8,000
PROJECT	£1,000-3,000
THIS CAR	£32,190

CLASSICRISERS

RILEY RMC (1948-50)

The drop-top RMCs have consistently pulled some of the highest prices of the entire Riley RM range, with examples in good condition selling for £10-15k more than their saloon siblings due to their desirability and rarity. One thing with these models

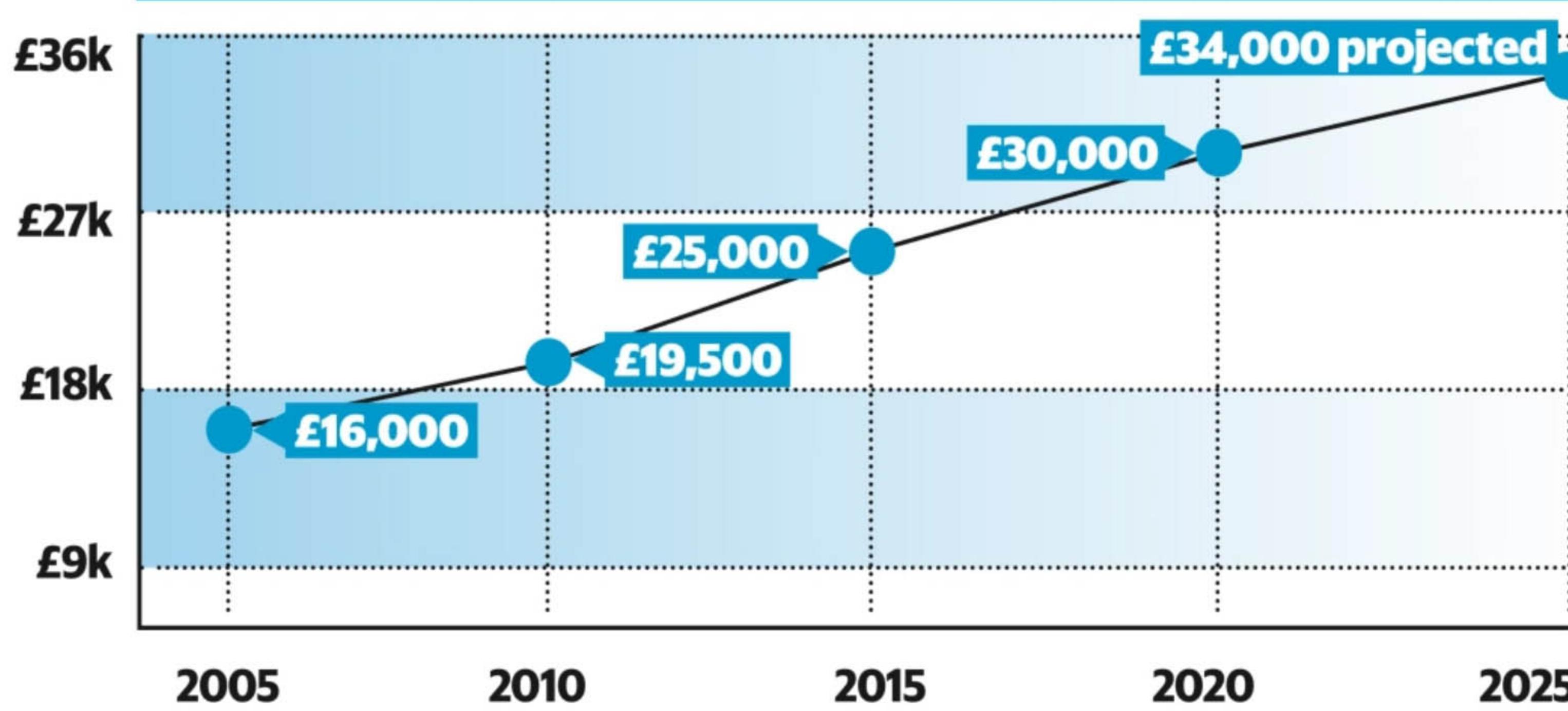
is the wide variation in prices paid at auction, with examples selling for anything from £20k to £50k, depending on condition, but as an overall average, values have almost doubled over a 15-year period.



THE CCW VIEW

The 'C's price climb is consistent with other RM models - the RMA saloon, by comparison, was £7k in 2005 and nearer £15k now for a good example - but the difference here is the premium that buyers are prepared to pay for what marque followers considered to be the range's 'halo' model, something that we've also seen with 3.8-litre Jaguar Mk2s and Rover P5B Coupés. David Simister

RMC PRICES 2005-25: CONSISTENT PREMIUMS



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CLASSIC CAR AUCTION



MG B GT 1971
68,340 MILES FROM NEW
3 OWNERS



MERCEDES SLK 230 1999
37,890 MILES FROM NEW
GOOD HISTORY FILE



PORSCHE 944 AUTO 1982
79,773 MILES FROM NEW
GOOD EXAMPLE



CADILLAC LASALLE 50 SERIES 1938
OUT OF THIS WORLD!
COMPLETELY RESTORED



ROVER 80 1960
GOOD HISTORY FILE
ENTERED BY 3RD OWNER



MG M TYPE 1930
RECENT ENGINE OVERHAUL
COSTING OVER £11,500



MORRIS MINOR CONVERTIBLE 1967
ONE LADY OWNER FROM NEW
PRICED TO SELL



MG YB 1953
LOTS OF RECENT WORK
CARRIED OUT



ROVER MINI COOPER LOOKALIKE 1990
FULL LIST OF MODIFICATIONS
ON OUR WEBSITE



MORRIS MINOR TRAVELLER 1962
A FINE EXAMPLE
LOSS OF GARAGE FORCES SALE



BENTLEY TURBO R 1985
96,722 MILES FROM NEW
29 SERVICE STAMPS



JAGUAR XJ6 4.0 1990
48,206 MILES FROM NEW
2 OWNERS



LAND ROVER S2 1962
"BERTY" IS TO BE SOLD AS
A RESTORATION PROJECT



BMW 525 E AUTO 1986
ONE DRIVER FROM NEW
EXECUTORS SALE



MORRIS MINOR 1956
FANTASTIC HISTORY FROM 1957
A SOUND CAR



ROVER METRO L 1991
21,080 MILES FROM NEW
2 OWNERS



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PLUS VEHICLE ESTIMATES

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ROLLS ROYCE 25/30 LIMOUSINE 1937
COACHWORK BY WINDOVERS
RESTORED IN 2002



BENTLEY SPECIAL 1950
STUNNING EXAMPLE BEING SOLD
DUE TO OWNER MOVING ABROAD



AUSTIN A40 1960
39,000 MILES FROM NEW
GOOD HISTORY



TVR CHIMAERA 1998
64,400 MILES FROM NEW
FULL SPECIALIST HISTORY



ROVER MINI MAYFAIR 1993
COMPLETELY REBUILT BY
GEMMA THOROGOOD



FORD ESCORT MEXICO 1995
43,500 MILES FROM NEW
FAMILY OWNED FROM 1 YEAR OLD



WOLSELEY 1500 1958
OLDER RESTORATION
GOOD EXAMPLE



TRIUMPH VITESSE CONVERTIBLE 1969
GOOD EXAMPLE
RARELY USED HENCE SALE



FORD CORTINA 1600E 1970
RESTORED 2 YEARS AGO
MANY NEW PARTS



TRIUMPH VITESSE CONVERTIBLE 1964
2 LITRE ENGINE WITH
OVERDRIVE



AUSTIN 8 1946
GOOD EXAMPLE
PREVIOUS AWARD WINNER



MERCEDES 230TE 1987
RARE 5 SPEED
MANUAL GEARBOX



ROVER MINI COOPER 1.3i 1992
RESTORED OVER 4 YEARS BY
THE VENDOR

UPCOMING AUCTION ANGLIA CAR AUCTIONS, KING'S LYNN. 25 JANUARY

OFF TO A FLYING START

Low-mileage rarities and Brit stalwarts to star in ACA's 2020 debut

Anglia Car Auctions' first sale of the year tends to get the market off to a flying start and this year's looks set to continue the trend as a pleasing number of rarities join regular classics in competing for punters' cash.

The 713-miles-from-new Auto Union F11 is a first-rate offering that other auctioneers would surely have liked, while a 1965 MGB Roadster that has covered

54,000 miles from new should please those who like to traverse the classic road well-travelled.

Waving the petite sporting coupé flag are a 1968 Honda S800 and a 1966 Simca 1000 Bertone, while proper grand tourers come in the form of a Ferrari 412, Fiat 130 Coupé and a brace of Jaguar XJ-S/XJS convertibles in V12- and 4.0-litre guise.

In the late-model arena, a 2007 Mini Cooper S that has covered

8400 miles from new and a 2000 Mitsubishi Lancer Evo VI (15,000 miles from new) should warm the cockles of almost any modern classic enthusiast's heart.

With more cars being added as CCW went to press, make sure that you check out ACA's website for the latest offerings before you travel to avoid any disappointment.

01553 771881
angliacarauctions.co.uk

1965 MGB ROADSTER

This Roadster has covered 54,433 miles from new and has the added appeal of a Downton Stage One kit. Owned by the vendor for 52 years, during which time it has covered 34,000 miles, it's a car that looks to be in solid overall condition.



1966 AUTO UNION F11

This 713-mile DKW F11 was used by its original owner just to collect his pension, after which it passed to his son in 1983, then his grandson last year. Said to be structurally sound, but 'surface corrosion is evident'. Still, a fascinating offering.



1972 JAGUAR XJ6 4.2

This manual gearbox car was in one family's ownership until 2013 but had been stored from 2007. Re-commissioned in 2014, it has since covered around 3000 miles but been MoT-tested every year. Set to be a proper bargain if it sells within estimate.

MARKET VIEW

Having consigned 829 classics for their 2019 sales, as in previous years more than any of the other auction houses, by their catalogue deadline ACA are again likely to offer over 200 cars for all budgets in 2020's UK season opener. If you have £45-55k in your boat house, an Amphicar CV770 may float your boat, and a 1966 Simca 100 Bertone Coupe, estimated at £5500-6500, also comes out to play. Headlining among 20 No Reserve entries so far is a 1988 BMW E30 M3 Evo 2 which should incite much waving of hands, and I reckon the 1961 Austin Seven Mini 850 Mk1, owned by one lady for 35 years and only driven 150 miles in the last 15 years, should do very well, given the £11-13k estimate. There should be plenty of takers too for the photo-record restored 1976 MG Midget, driven only 441 miles in the last four years and yours for £3-5k.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



CARS FOR SALE AT AUCTION 25 JANUARY

ANGLIA CAR AUCTIONS, KING'S LYNN. 25 JANUARY

YEAR/MAKE/MODEL	ESTIMATE
1966 Alfa Romeo Giulia Spider	£90,000-110,000
1979 Alfa Romeo Alfetta GTV 2.0	£4750-5750
1991 Alfa Romeo 164 3.0 Cloverleaf	£3000-5000
2004 Alfa Romeo 156 V6 24v GTA	£8000-10,000
1967 Amphicar CV770	£45,000-55,000
1989 Austin Mini 30	£3500-4500
1965 Austin-Healey 3000	£35,000-40,000
1966 Auto Union DKW F11	£4000-6000
2003 Audi S4 4.2 track car	£3500-4500
2005 Audi A3 Sport Quattro	£2500-3500
1981 Bentley T2	£6500-8500
1981 BMW 320 Baur	£6000-8000
1986 BMW 735i SE	£4000-6000
1988 BMW M3 Evo	£n/r
1948 Bristol 400	£30,000-40,000
1970 Cadillac Calais Fleetwood DeVille	£tbc
1976 Cadillac Eldorado convertible	£5000-6000
2003 Citroën Saxo VTR	£4000-6000
1983 Daimler DS420	£3000-4000
--- Extreme Murciélagos replica	£tbc
1986 Ferrari 412 auto	£25,000-28,000
1971 Fiat 125P	£n/r
1972 Fiat 130 Coupé	£5500-6500
1997 Fiat Coupe 20v	£n/r
1978 Ford Capri 3000 GT	£13,500-15,500

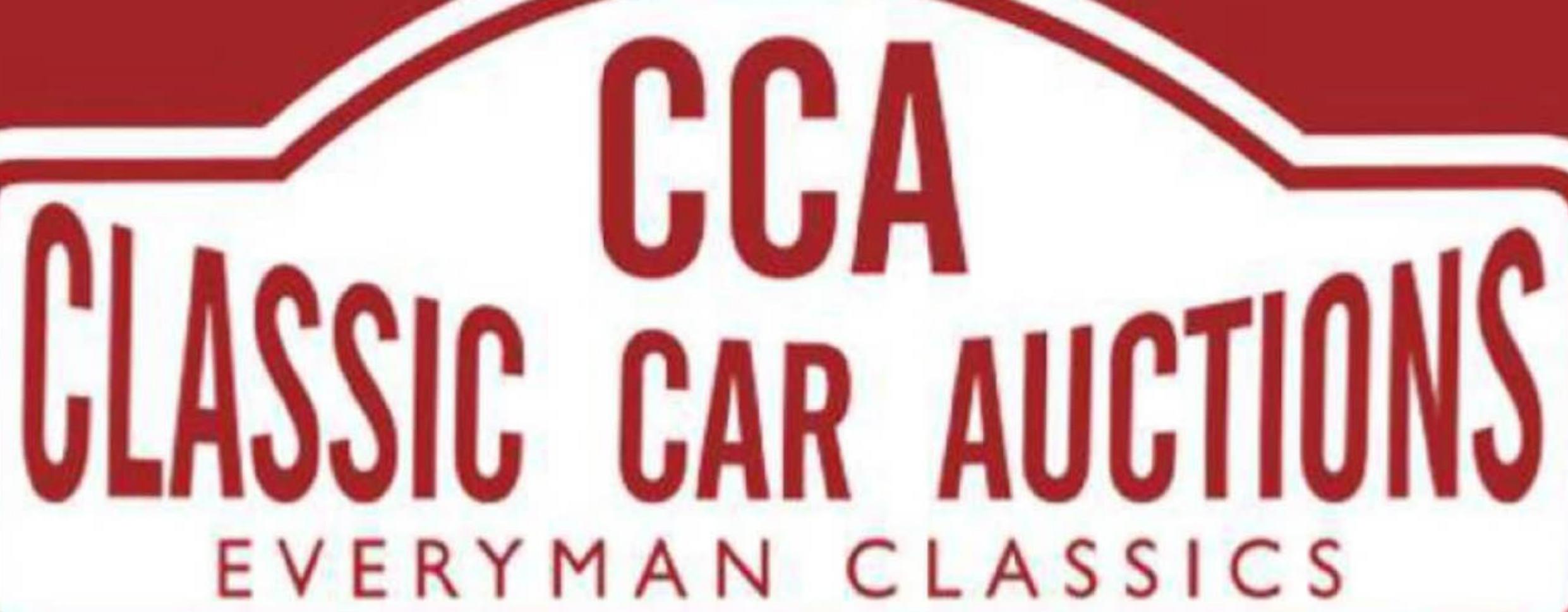
YEAR/MAKE/MODEL	ESTIMATE
1979 Ford Escort 11 LHD	£n/r
1981 Ford Capri 1.3 Cameo	£3000-4000
1981 Ford Capri 3.0 Ghia X-pack	£18,000-24,000
1985 Ford Fiesta XR2	£n/r
1985 Ford Capri 2.8i	£7000-9000
1986 Ford Sierra RS Cosworth	£35,000-40,000
1988 Ford Orion 1.6 GL LHD	£1500-2500
1989 Ford Escort RS Turbo	£4000-7000
1993 Ford Sierra 1.8 LXi estate	£2500-3500
2008 Ford Mondeo Edge police	£2000-2500
1963 Hillman Super Minx convertible	£3000-4000
1968 Honda S800 Coupé	£13,000-16,000
1996 Honda Civic CRX ESi del Sol	£2500-3500
1999 Honda Prelude 2.0i	£3000-5000
1996 Humber Sceptre	£n/r
1961 Jaguar E-type flat-floor roadster	£95,000-125,000
1966 Jaguar 2.4	£4750-5750
1972 Jaguar XJ6 4.2	£6000-8000
1986 Jaguar XJ6 4.2	£6000-7000
1989 Jaguar XJ-S V12 convertible	£16,000-20,000
1995 Jaguar XJS 4.0 convertible	£13,000-15,000
2007 Jaguar XKR-S fhc	£12,000-14,000
1972 Land Rover 88"	£35,000-45,000
1983 Land Rover 109" pick-up	£5500-7500
2015 Land Rover Defender 90 Landmark	£40,000-50,000
2008 Land Rover Discovery TDV6 HSE	£n/r
2006 LDV Maxus police	£2250-2750
1982 Lotus Esprit S3	£10,000-12,000

YEAR/MAKE/MODEL	ESTIMATE
c.1965 LuAZ-967M	£4000-6000
1957 Mercedes-Benz 220S cabrio	£40,000-60,000
1979 Mercedes-Benz 450 SL	£6000-8000
1987 Mercedes-Benz 420 SL	£n/r
1988 Mercedes-Benz 420 SE	£7500-8500
1993 Mercedes-Benz E36 estate	£20,000-30,000
2003 Mercedes-Benz SL 500	£5000-7000
2007 MINI Cooper S	£5250-6250
2000 Mitsubishi Lancer Evo VI	£24,000-28,000
1965 MGB Roadster	£8000-12,000
1969 MG MGB Roadster	£15,000-18,000
1973 MGB GT V8	£14,000-17,000
1975 MG Midget	£3000-4000
1997 MG RV8	£14,500-16,500
1953 Morris Minor four-door	£n/r
1967 Morris Minor two-door	£n/r
1969 Morris Mini Cooper	£8000-10,000
2009 Nissan GT-R 'Black'	£20,000-24,000
1990 Peugeot 205 GTI 1.6	£4000-6000
1970 Porsche 914 LHD	£12,000-13,000
1981 Porsche 911 SC Targa	£25,000-28,000
1982 Porsche 924 Turbo	£7000-8000
1983 Porsche 911 Turbo	£55,000-65,000
1986 Porsche 924S	£5000-7000
1994 Porsche 911 Carrera 2 Tiptronic	£29,000-35,000
2000 Porsche Boxster S 3.2	£9000-11,000
1988 Range Rover V8	£2000-2500
1994 Range Rover 3.9 Vogue	£3000-4000
1973 Reliant Scimitar GTE	£6000-8000

YEAR/MAKE/MODEL	ESTIMATE
1982 Renault 5 1.4 auto five-door	£2000-2500
1972 Rover 3500S	£3250-4250
1993 Rover Mini Rio	£3000-4000
1966 Simca 1000 Coupe	£5500-6500
1989 Toyota MR2	£5000-7000
1997 Toyota HiLux 2.4	£n/r
1972 Triumph TR6	£12,000-14,000
1973 Triumph Stag	£n/r
1978 Triumph Spitfire	£n/r
1980 Triumph TR7	£2000-2500
1972 TVR 2500M	£10,000-12,000
1978 UAZ-469	£n/r
1989 Vauxhall Astra GTE 16v three-door	£5000-6000
2007 Vauxhall Corsa Special police	£1700-2300
1968 Volkswagen Beetle 1500	£2000-2500
1987 Volkswagen Scirocco GTX	£n/r
1996 Volvo 850 GLT 20v estate	£4000-6000

1-4 CONDITION GUIDE

- 1: Excellent condition – concours can be much more
- 2: Good – sound usable condition
- 3: Average – running with MoT
- 4: Project – in need of restoration



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SAAB 900 TURBO

Classics rarely combine performance, safety and value, but there's nothing quite like a Saab...

Following its success with the pioneering 99 Turbo, Saab beat a similar track when looking to create a more powerful version of its 99 replacement, the larger 900, with a 143bhp eight-valve Turbo model available from launch in 1978.

The 900 remained in production for 15 years until it was replaced by a GM-based successor in 1994, during which time its styling was only changed when a four-door saloon joined the three and five doors in 1981, a two-door and convertible arrived in 1984 and

finally the 'slant front' facelift of 1987.

Upgrades under the now iconic bodywork were commonplace however and 1980 saw the B-series engine inherited from the 99 replaced with the lighter and longer-lasting H Series unit. Saab's fantastic Automatic Performance Control (APC) system was fitted in 1982, which adjusted fuel

and boost settings on the fly to reduce knock. 1984 saw the biggest single change, however, as Saab introduced the new 16-valve, 175bhp Turbo 16.

Saab dropped the eight-valve engine in 1989, instead offering a de-tuned, 145bhp version of the 16-valve, known as the low-pressure turbo – these can be identified by a lack of a boost gauge within the

'APC adjusted fuel and boost settings on the fly to reduce knock'

instrument cluster.

Saab also offered a number of special editions, most of which just mixed up the usual trim levels, but the 1990 Carlsson offered a power increase up to 185bhp and gained a unique bodykit, while the 1993 Ruby saw the Carlsson's mechanicals clothed in a standard 900 Turbo body.

Whichever 900 Turbo you pick up, Saab always understood the importance of ergonomics, and the driving position and control layout

is spot-on while the seats will leave you ache-free after even the longest of journeys.

The combination of strong performance and mile-munching ability is certainly impressive and ensures the 900 Turbo makes as much sense today as it did at launch.

WORDS Charlie Calderwood and Chris Randall
PHOTOGRAPHY Richard Gunn

WHAT TO LOOK FOR

LOOK FOR SIGNS OF HEAT DAMAGE

Unsurprisingly for an early turbocharged car, the 900's engine bay can get pretty hot. Check the exhaust manifold for cracks and broken studs, which are labour-intensive to fix. If the top-end of the engine is noisy, bear in mind that valve-clearance adjustment is by fiddly

shims on eight-valve engines, while 16-valve units employed hydraulic tappets. Lastly, check for brittle wiring and heat-damaged pipework. Any problems with the Automatic Performance Control boost and knock-control system is best left to a specialist. A red APC control box indicates the uprated 185bhp engine is fitted.

CHECK THE CAR'S UNDERSIDES

Take a long, hard look underneath any Saab because corrosion can attack the fuel tank and rear crossmember. The radiator support beam can also go, as can the lower corners of the boot floor. If the

jacking points are badly affected, rot could have spread into the floor and sills so be extra vigilant here. Suspension mountings need careful examination, too, particularly around the front chassis members, which act as lower wishbone mounting points.



BEWARE TIRED CABINS

Interior quality is sturdy but look for cracks around the speaker grilles because both these and the nearby tweeters are sought-after

and command a premium. Sagging headlinings are common and time-consuming to sort, while leather seat bases in T16 models can suffer from collapsing foam. Inoperative cruise

control isn't unusual, but electrics are otherwise reliable. Convertible hood mechanisms aren't known for giving trouble, and replacement hoods can be found for around £1200.



TRANSMISSION FAILURE

Transmissions are undoubtedly the 900's weak point, at least when compared to the mega mileages the engines are capable of. Failure of the pinion bearing and layshaft bearing wear are the main issues, and a repair or rebuild is high-on £2000. Beware of a noisy or obstructive unit, or one that jumps out of gear, although the chain-drive to the 'box should be trouble-free. Ensure that clutch operation is okay because the master cylinder can fail and listen for the clicking of worn CV joints. The three-speed automatic is reliable, if not especially smooth.

INSPECT THE BODYWORK

Despite a generally good reputation for rust resistance, the 900 isn't immune from corrosion. The wheel arches, sills, and door bottoms are all susceptible to rot, but do also inspect around the transmission tunnel where road muck accumulates. Look at the front bulkhead, battery tray and screen surrounds, as well as the double-skinned sections of the bonnet. Check around the fuel-filler and the sunroof, too – the latter suffers from blocked drain holes. Bear in mind that body kits and plastic cladding could be hiding rot, so don't assume that all is well behind them.

5 WAYS TO MAKE IT BETTER

1 FIT A NEW EXHAUST

Fitting a three-inch exhaust system, including a downpipe, will spool the turbo more quickly, providing better throttle response and a little extra power. You may need to move the battery to fit the downpipe, leading many to move it to the boot – which will also help alleviate the Saab's front-heaviness.

2 TWEAK THE APC

Saab's innovative Automatic Performance Control (APC) can be tuned to get more boost out of the turbo. Small boost increases and changes in the way the boost is

delivered are possible with the stock unit, though simple modifications with resistors can move things on further. The black APC can easily be modified with uprated 'red box' APC components in the same manner.

3 GIVE IT A BETTER INTERCOOLER

The location and size of the original intercooler is far from ideal – fitting a front-mounted intercooler (Saab 9000 intercoolers are a common choice) is an easy way of increasing turbo efficiency. A new fuel chip will also be needed to make proper use of the extra boost.

4 BETTER BRAKING

The original brakes aren't bad at all, but a swap to more serious stoppers is a good idea if you're increasing power. Calipers from the 9000 will fit, and aftermarket discs and pads are available.

5 MAKE IT SHARPER

Bilstein dampers and lowering springs will sharpen a 900's handling. Replacing old bushes with polybushes as and when they wear is also a good habit, making a car a feel generally more 'alive' – though at the cost of subtly increased road vibration.

CCW's
Saabs
FOR SALE
Up for grabs
on p56



THE CCW VIEW

CHARLIE CALDERWOOD, EVENTS EDITOR

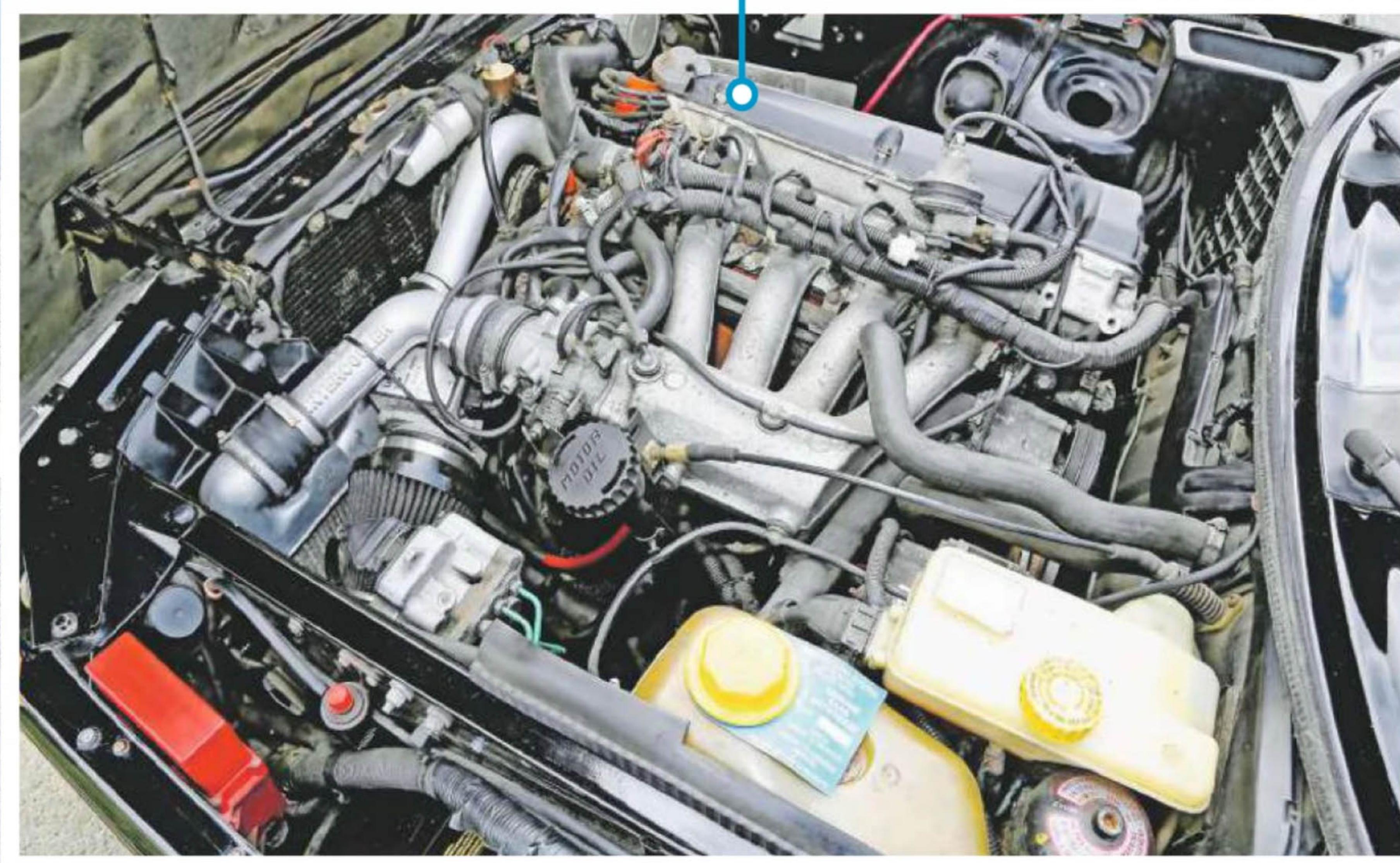
'The fact that it is almost impossible to find a Saab 900 Turbo with fewer than 100,000 miles on it should tell you what practical, pleasant to drive and sturdy cars they are. They're not the last word in sporting prowess, but they're no slouch either, so if you're looking for a slice of 1980s motoring, but don't want to sacrifice performance,

general build quality or refinement, a 900 Turbo is worth trying out.

'With plenty of devoted owners, they aren't as difficult to maintain as you might think for such a small marque, either. For whatever reason, Saab ownership does seem to have a way of getting under people's skin and becoming the habit of a lifetime.'

BIG MILEAGE? LOOK FOR SIGNS OF TLC

Good maintenance and regular oil changes will see engines cover large mileages with no trouble, with many cars going past 200,000 miles without needing a rebuild. Cylinder head gasket failure or timing chain issues are uncommon unless the motor is neglected, and while the turbocharger itself rarely gives trouble, watch for blue exhaust smoke under acceleration or on the overrun. Failed ignition modules can be an issue, while parts for the early Bosch K-Jetronic injection are becoming scarce. Be sure that the cooling system is healthy, too – look for evidence of regular coolant changes and signs of leaks from the radiator or water pump.



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WHAT YOU NEED TO KNOW

PRICE WATCH

Concours	£10,000+
Excellent	£5000-10,000
Usable	£2500-5000
Project	£800-2500

The best have seen strong value increases, but are still cheaper than German rivals. Convertibles are the most sought-after – expect a 25% premium over the three-door hatchbacks. Five-door hatches and booted saloons are 10-20% cheaper.

PARTS PRICES

Steering rack	£351.95
Clutch kit	£130.13
Front brake disc	£72.68
Exhaust silencer	£78.56
Radiator	£133.98
Track rod end	£7.21

(Prices from Parts for Saabs)

INSURANCE QUOTE

1987 Saab 900 Turbo, worth £5000. Standard quote: £80.20 or £98.20 with agreed value.

Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL.

Disclaimer: Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.

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SPECIFICATIONS

Engine	1985cc/4-cyl/DOHC
Power	175bhp@5300rpm
Torque	206lb ft@3000rpm
Maximum speed	131mph
0-60mph	8.2sec
Fuel consumption	25-32mpg
Transmission	FWD, five-speed manual

(Specifications are for Saab 900 Turbo 16S)

CLUBS & SPECIALISTS

Saab Owners' Club GB.
saabclub.co.uk
Saab Saab Owners' Club of Great Britain'. saabownersclub.co.uk
UKSaabs. uksaabs.co.uk
Abbott Racing, Essex. 01255 870636, abbottsaab.com

SAAB 900 TURBOS FOR SALE

classiccarsforsale.co.uk

1990 SAAB 900S AERO TURBO, £4850

Automatic, full service history, 12 months MoT. Sold with standard alloys, Carlsson alloys available. 122,000 miles. County Durham, 07879 118777.



1991 SAAB 900 T16S AERO, £4100

New head gasket and timing chain, cloth interior, rust-free. 193,000 miles. Lancashire, 07584 210863.



WHY I LOVE MY SAAB 900 TURBO

NIC COOPER

Nic has owned multiple Saab 900 Turbos since the 1990s. He says: '900 Turbos are extremely practical, solidly-built and safe. They can still take modern cars by surprise with their mid-range performance, too.'

'My 900 has covered nearly 290,000 miles. Inevitably it has had to have a couple major jobs during my 23 years of ownership – timing chains at

210,000 miles and a gearbox rebuild at 270,000 miles, both of which were engine-out jobs. Parts availability for these cars is very good – there are plenty of Saab specialists out there.'

'Changing the oil regularly (6000 miles or annually) greatly extends the life of the turbo, which should typically last 120,000 miles, but top and bottom ball joints often need to be replaced.'

CASH-FREE CLASSICS

MORRIS MINOR TRAVELLER (1952-71)

You'll pay more for a Morris Minor Traveller than you would for a saloon, but its added practicality and enduring popularity makes it a true cash-free classic. Get yourself a good one and you'll find it comfortable and reassuring on the road – just remember that you're driving a car conceived in the pre-motorway era. Opt for a 1962-on 1098cc motor to benefit from a mighty 48bhp; earlier cars do struggle a bit.

Moggy fans opt for all manner of modifications to improve power, reliability and safety (front disc brakes, for example), and such tweaks make good sense, so long as the car's period character is retained; otherwise the ease of recovering your cash with a swift resale could be at risk.

Specialists have been restoring Moggies for decades, so values hinge upon the quality of the craftsmanship, and the amount of history. Given the combined issues of corrosion and wood rot, they tend to deteriorate pretty quickly once decay sets in.

A cash-free classic, therefore, has to feel structurally fresh and ideally be garaged. On the upside, parts are plentiful and cheap, and specialist knowledge is easy to come by.

Maybe you'll end up joining a small band of owners on continental adventures. In May the Morris Minor Owner's Club heads to the Loire Valley for its annual 'Minors On Tour' (minorsontour.mmoc.org.uk) in May.

WHAT TO PAY
£8000-
£12,000



IS THE WOOD ROTTEN?

Rot in the ash frame should fail an MoT. Repairing it is specialist, labour-intensive work, and replacement costs thousands, so if a car's timber is soft, it's not a cash-free classic. The lower areas go first, especially when moisture gets into the area where two sections of wood join. Poor varnish needs to be sanded and re-varnished – fast!

WHAT UPGRADES DOES IT HAVE?

Do make sure that the car can handle any power upgrades; stronger half-shafts, for example, are typically required. Front disc brakes are popular, as are 1300 engines, while a Ford Type 9 gearbox offers long-legged cruising. When combined with telescopic dampers, such mods transform the drivability without hurting resale values.

IS THERE ANY RUST?

Structural condition is the key factor determining a strong valuation. Most have seen welding, so everything depends on how well it's been done, and whether underseal has been applied. Spring hangers and the front of the chassis are rust-prone, along with sills, inner wings – all the usual areas. The roof and rear body are aluminium.

DRIVETRAIN

A-series engines are simple and hardy. Blue smoke indicates internal wear and watch for a grumbling bottom-end or rattling timing chain. Grouching between gears suggests an expiring synchromesh. Oil seepage is typical throughout, but major drips should raise alarm bells. Look for matching numbers, too – good provenance really helps a Minor to stand out from the crowd.

RUNNING GEAR

Minors do like regular use. Wheel cylinders may seize if left inactive and the rear leaf springs will eventually seize with age and lack of use, causing a choppy ride. They may also sag or fracture if abused, so make sure that the car isn't riding too low. Stiffness at the front is probably due to neglected trunnions, which need lubricating every 3k miles. The best clue to healthy running gear is if the car tracks straight, and none of the tyres are wearing along one edge.

ENGINE 1098cc/4-cyl/OHV POWER 48bhp@5100rpm TORQUE 60lb ft@2500rpm MAXIMUM SPEED 77mph 0-60MPH 25sec FUEL CONSUMPTION 25-35mpg GEARBOX RWD, four-speed manual

THREE WE'VE SEEN THIS WEEK



1970 MORRIS MINOR TRAVELLER £12,000

White exterior, red/cream leather interior, newly-refurbed engine – what's not to like? The underneath looks relatively fresh from its restoration too, but doesn't seem to be undersealed. **BUY IT FROM** Private seller, 07944 800660, classiccarsforsale.co.uk



1971 MORRIS MINOR TRAVELLER £9250

Described as 'fully restored', this late car has a reportedly excellent wood frame. Servo-assisted brakes, reversing lights and rustproofing imply thoughtful ownership. **BUY IT FROM** Private seller, 07715 531224, classiccarsforsale.co.uk



1963 MORRIS MINOR TRAVELLER £8500 ONO

Resprayed in 2018 and described as being in 'very good condition'. Used regularly by the seller, garaged and with detailed records. Recently refurbished woodwork, too. **BUY IT FROM** Private seller, 07815 886798, classiccarsforsale.co.uk

WHAT WE RECKON

DAVID SIMISTER EDITOR

'The Traveller is one of those classics that's unlikely to see any major jumps in value, but equally you're unlikely to lose out if you pick up a smart, well maintained example – they're more sought-after than the saloons, and it's hard to think of a classic show that wouldn't welcome one. My top tip would be to sign up to the MMOC, chat to fellow owners first and get a feel for the sort of Minor you're looking for – they are the people who live and breathe these cars.'

CLUBS & SPECIALISTS

- Morris Minor Owners' Club mmoc.org.uk
- David Manners 0121 544 4040, jagspares.co.uk
- Charles Ware's Morris Minor Centre 0117 3003 754, morrisminor.org.uk
- Morris Minor Millennium Company 0161 861 8559



Are you a Morris Minor enthusiast?
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THE BEST DEALS INCLUDING 148 CARS NEW TO THE MARKET THIS WEEK IN PRINT | MOBILE | ONLINE

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See page 40 of this issue

ALFA ROMEO

164 LUSSO AUTO

1991, 89,564 miles, £6,750, ovno, Rare V6 Lusso. MoT Oct 2020. Elect sunroof, windows, seats. Aircon, radio-CD. Power steering, alloy wheels, central locking, met paint, spare wheel, alarm. Auto. Petrol 01474 560600, 01474 560600, Kent

146

1995, 102,000 miles, £1,695, ono, 1.6 boxer engine, 10 months MoT with no advisories, very good condition, never welded, drives great, everything works as it should 07718 302896, Devon

164 2.0 TWIN SPARK

1995, 85,000 miles, £3,295, Manual car with 2 previous owners, FSH. Black, black leather, sunroof, alloys central locking, etc. In fantastic condition, MoT Sept 2020. A very rare car and everything works. 07801 077017, Nr Banbury

331.5 TI VELOCE 5DR

1998, £4,999, 48000 miles, with original service books, factory fitted Zander body kit, nice alloys, e/c windows, central locking, also has original Alfa radio cassette 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

GTV

1998, 78000 miles, £5000, Full service history, honest and original, owned and looked after by me as a second car/toy for last 10 years, interior is excellent, price reflects exterior. 07967 555878, Long Ashton

FREE!

**RUSS SMITH
WILL VALUE
YOUR CAR!**
Email us at editorial@classiccarweekly.co.uk

2600



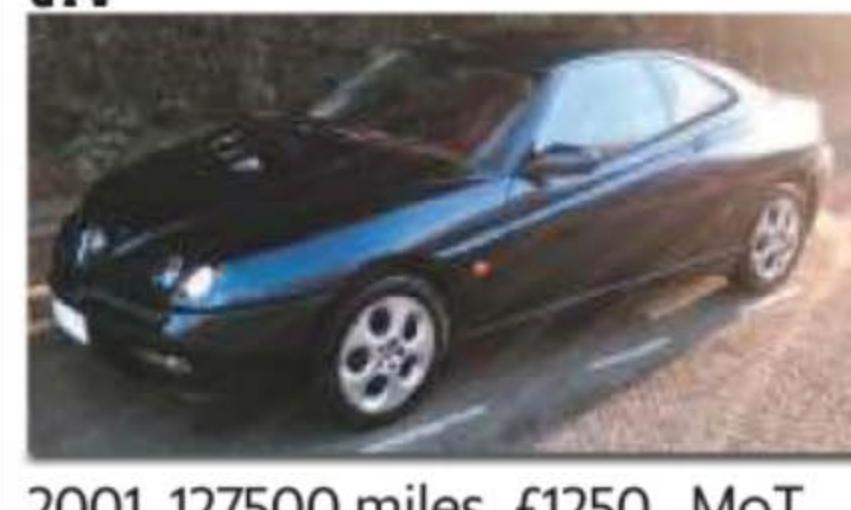
1966, 10 miles, £79750, Concours restoration needing completion, imported from California some years ago, UK registered with a current V5, please call for more information. 07980 681519, Leamington Spa

GTV



2002, 112295 miles, £1950, GTV number plate and teleleads, mileage will rise slightly as the car is used regularly, owned this car since May 2015, invoices, MoT is until 27th April. 07720 020247, Catshill

GTV



2001, 127500 miles, £1250, MoT, service history, drives well, engine is perky, gearbox is precise, steering is eager, 3 keys, spare wheel present, all dials and warning lights work. 07876 232135, Oxford

ASTON MARTIN

DB7 VANTAGE



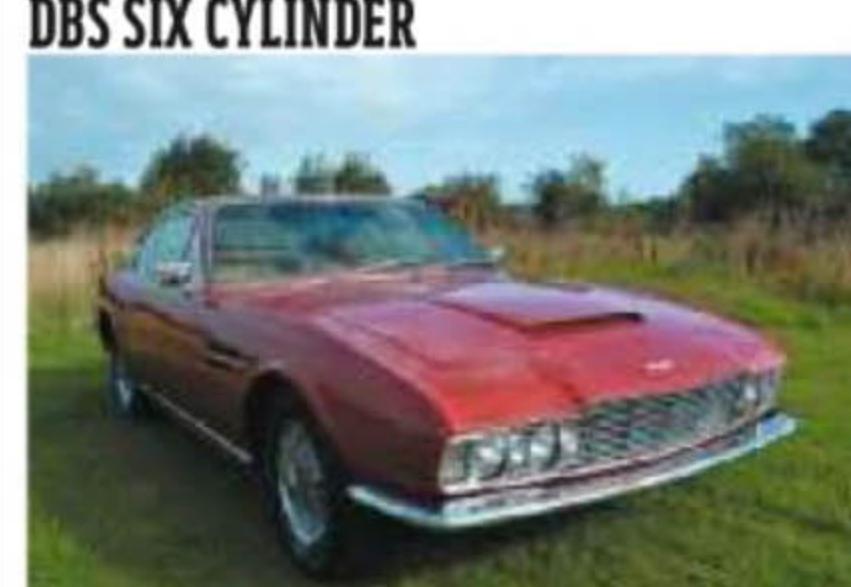
£33,950. Finished in the desirable colour combination of Malvern Silver with parchment over charcoal trim, this Vantage has covered just 52000 miles with three previous owners and with full service history 01993 849610, Great Horwood (T) www.oselli.com

DB9 VOLANTE



2009, 23,000 miles, £37,950, 2 owners from new, perfect main dealer service history, titanium silver with chancellor red leather and hood, many extras, showroom condition, private sale 07711 618175, West Yorkshire

DBS SIX CYLINDER



1968, £175,000. Finished in Burgundy with new tan interior the car is presented in very good order and mechanically first class condition with engine rebuilt some 7000 miles ago 01993 849610, Great Horwood (T) www.oselli.com

V8 LHD



1980, 9,250 miles, £170,000, 5.3ltr, 23rd produced out of 650, European chrome bumpers and rear panel spec car, very original condition, little history, fully serviced & MoT tested, suto, black leather interior 01993 849610, Great Horwood (T) www.oselli.com

V8 SERIES 3



1974, 97,500 miles, £120,000, 5spd manual gbox, quad over-head cam V8, stunning, all matching numbers, restored cream leather interior, superbly maintained throughout ownership. Bodywork, paint and mechanicals great condition 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

VANTAGE V600



1998, 28,000 miles, Royal blue metallic with parchment piped blue leather and dark blue carpets 01993 849610, Great Horwood (T) www.oselli.com

AUDI

100



1986, 139808 miles, £2700, Very rare with Kamei x 1 tuning, garaged for 5 years, very good technical condition, driven from Lithuania to UK without any issues. 07448 022174, Wolverhampton

AUSTIN

7



1937, 28,000 miles, £3,750, or best offer, Sound and running. Needs recommissioning. Interior needs tidying. Original registration included. Delivery possible, Cheap 7 and a nice winter project 07989 321409, Cornwall

MINI



1968, 12345 miles, £12000, A jewel not to be missed, in pristine condition and for the joy of a Mini lover, perfect, currently in South Africa but I am shipping it to the UK. +27 08156 43372, Lutterworth

1300



1972, 54783 miles, £3200, I have owned this car for many years but now I have decided she needs to go to a new home, no longer requires an MoT, always kept in the garage. 07865 094801, Cranfield

A40

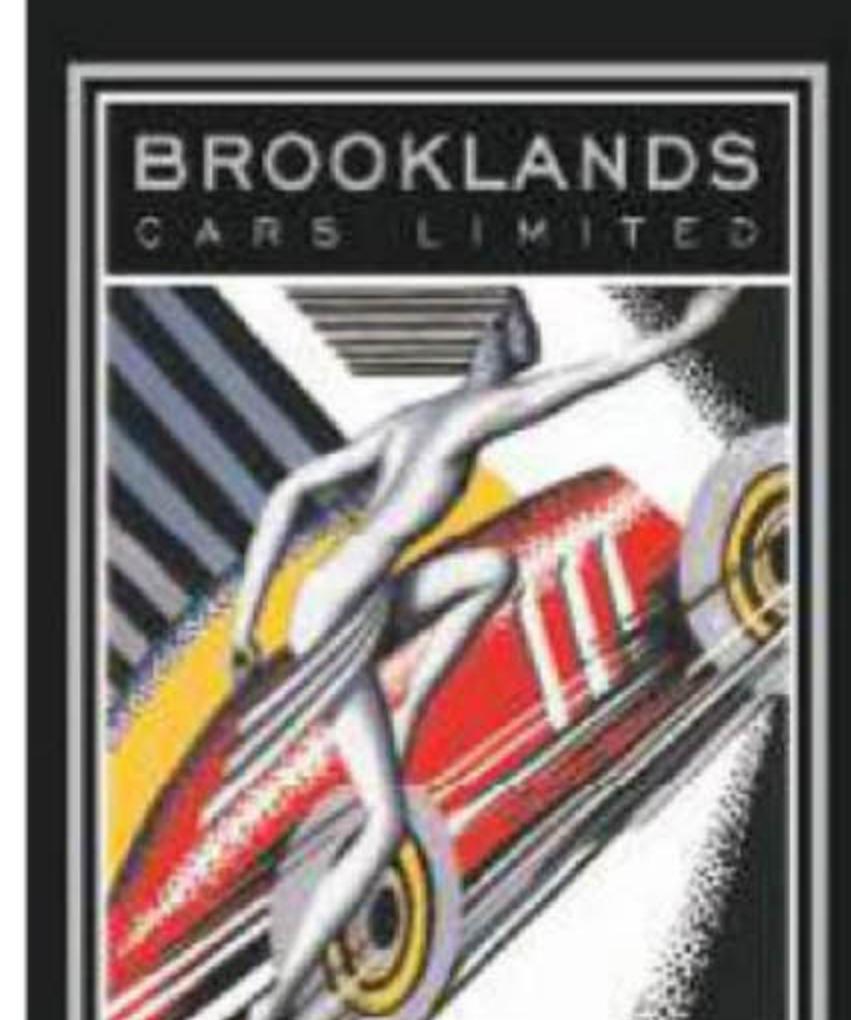


1956, 60000 miles, £5500, In good original condition, everything works well, column change in excellent order, drives really well, good tyres, chrome is good, easy starter. 07870 740194, Eastbourne

A35



1957, 10000 miles, £3500, Good condition, running, has a few spots of surface rust, but body work all intact, the milometer is broken so the mileage is unknown, has had 5 owners. 0208 5202832, Lancaster



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7



1935, 84000 miles, £7750, Huge history file comes with this car going back to 1969, thousands have been spent as a rolling restoration, 5 new tyres, very presentable, very pleasant little car. 07552 400899, Llysfaen

PRINCESS



1979, 74000 miles, £4500, Current owner since 1985, restored in the mid-90s and recently fully recommissioned, high spec model, current MoT runs until May 2020. 07887548830, Pulborough

A35



1957, £1750, Very sound body, 2 door, new complete clutch, exhaust, master cylinder and braking system, new alternator conversion, new headlining. 01934 751216, Bleadon

A40



1958, 39000 miles, £3500, Low miles, lots of paperwork, drives lovely, comes with some spares, needs repair to driver's seat. 07547 152301, Weedon

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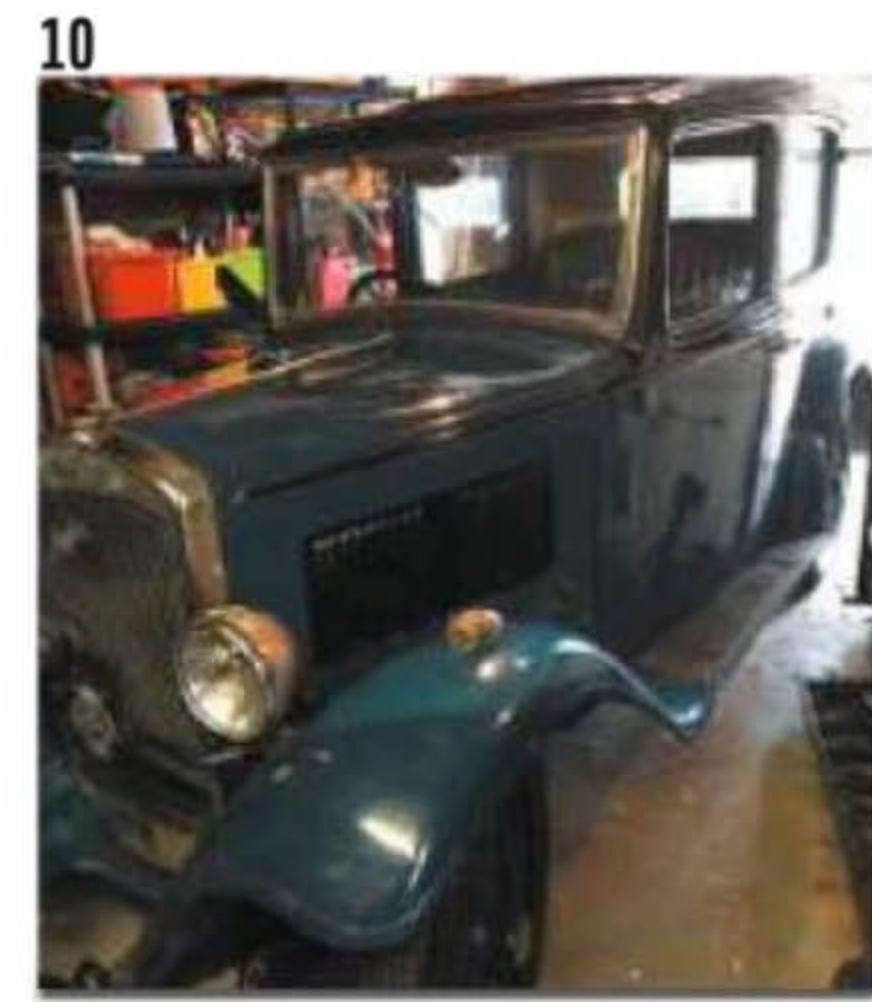




BRITAIN'S BEST CLASSIC DEALS

Welcome to our new and improved classifieds section, bringing together all of the latest cars for sale from across the UK. Don't forget that it's free to advertise your car, too - so don't miss out on getting your car into CCW.

DAVID SIMISTER EDITOR



1933, £6000, New carpets, battery, fuel pump, tyres, reconditioned starter motor, fuel tank carburettor and fuel lines cleaned, lights, horn, brakes all work. 01303 894240, Old Hawkinge

MAESTRO VANDEN PLAS



1988, 99,000 miles, £2,200, ono, Everyday runner for the last 3 years. Commute to Leeds put 30k on the clock. Maintenance been kept on top of. Rust appearing on back rear driver side panel. Liner sagging. Driver wing mirror damaged. 07564 130158, West Yorkshire

MINI



1989, 86500 miles, £4000, Modified, real carbon, electronic ignition, very large history and receipts file, lots of money spent, uprated and improved in almost every way, structurally solid. 07923 341619, Dunbar

10 4-DOOR



1932, £9,995, Chassis number G1782, in blue/black, dark leather trim, 4 speed, manual, restored over a number of years, four doors, one former keeper 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN HEALEY



1959, 95,000 miles, £45,000, ono, Owned for 8 yrs. substantially rebuilt early 90s, still very nice, done much European touring, excellent weather equipment, wires and good working overdrive, ready to drive without any further work. 07931 357630, West Yorkshire

3000 MARK 2 LHD

1963, £75,000, Colorado red, nut and bolt restoration, 6 months plus, please call Paul if seriously interested 07593 438955, Surrey

3000 MK3 BJ8

1964, £69,500, ono, Manual/od, concourse, just completed, unleaded, new iris blue leather interior + mohair hood + more, walnut dash, low owners, matching numbers, photographic history, rust proof, superb, trial welcome 07840 400569, Bristol

FROGSEYE SPRITE



1961, 60000 miles, £13495, Nice, owned for 2 very enjoyable years, previously restored to a good level about 10 years ago, comes with MoT and has past the last 10 with no advisories. 07941500571, Dagenham,

3000



1965, 82000 miles, £38500, Very original car, never restored, original interior, hood and possibly paintwork, rust free with superb body, heritage certificate, matching numbers, new MoT. 079733 79057, Lechlade

BENTLEY



1991, 90,400 miles, £5,000, Open to offers, full service history, in good condition (MoT). Remote central locking, air conditioning, power steering, automatic. Beige leather inside, radio. Same owner/driver for over 20 years, leave voicemail 07890 153691, 0207 6242379, London

3 1/2 LITRE THRUSS & MABERY SPORTS SALOON



1934, £72,500, An attractive and stylish car in fine condition, tastefully finished in very deep green, handsome design, swage lines, quarter bumpers, large sunroof 01248 602649, Gwynedd (T) www.realcar.co.uk



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AUTO MANUAL

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4 1/4 LITRE PARK WARD SPORTS SALOON



1937, £69,500, A smart and sound example, very good all-round condition and benefiting from a great deal of attention by the last owner, in the 1990s, was re-painted and fully re-upholstered, remaining very smart 01248 602649, Glynedd (T) www.realcar.co.uk

AZURE



1996, 56,000 miles, £53,950, Magnolia hide piped French Navy, full service history, the most popular colour combination, dark blue mohair hood, extras inc Bentley logos in the door caps, burr walnut inlay panels to both doors. 01737 844999, Surrey (T) www.rsdale.co.uk

S2 FOUR DOOR SPORTS SALOON



1962, The car is finished in its original colour scheme of Shell grey and Dawn blue, complimented by good chrome work. The interior is attractive, with refurbished blue/grey leather and new carpets 01248 602649, Glynedd (T) www.realcar.co.uk

TURBO RL



1997, 47,000 miles, £21,500, This Turbo LWB is in excellent condition both Cosmetically and mechanically Diamond Blue Silver with Contrasting Cotswold hide piped Magnolia 01737 844999, Surrey (T) www.rsdale.co.uk



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CONTINENTAL GT



2005, 6100 miles, £39995, 1 owner from new, maintained regardless of cost, full 15 Bentley main dealer service stamps in its history book, extensive file, everything works perfectly. 07971736412, Newcastle upon Tyne

BMW



ALPINA B9

2004, 80,000 miles, £19,999, 2 door auto, power steering, electric windows, remote central locking, alloy wheels, abs brakes, stereo and CD player, heated seats 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

318 SALOON



2000, 10,000 miles, £3,500, ono, White, manual, very good immaculate condition, 11 months MoT, no rust 01453 547816, Gloucestershire

E3 E46 330 CD SPORT CONVERTIBLE



£3,999, 6 speed gearbox, black power hood which is in good condition. The interior features full leather sports seats and drivers memory sport seat plus electric passenger seat 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MARK VI



1951, 60000 miles, £29750, One of only 41 built, rare, well presented, is an older restoration, recently repatriated to the UK by its current owner, been re-registered with its original licence plate. 07896019838, Solihull

ARNAGE



2000, 22000 miles, £25995, X reg, serviced by Broughtons, 2 keepers, full leather, sat nav, electric seats, lambswool carpet and footstools, it's like new as it's been dry stored. 07710 090225, Weston-super-Mare

3 SERIES



1991, 84000 miles, £7495, Time warp condition, all old MoTs and good service history, full BMW toolkit, rust free with excellent bodywork, unmarked interior, MoT May 2020 - no advisories. 07540 794077, Gerrards Cross



320



2005, 68000 miles, £4950, Excellent condition, leather interior, one lady owner, AC, please call for more information. 07711 629 207, London

635



1988, 154248 miles, £13500, I have owned this car for ten years, garaged, numerous mechanical improvements undertaken, regularly serviced and maintained; 11 months MoT. 07484 793397, London

2002



1972, £12000, Original complete matching numbers restoration project, phone after 6pm or WhatsApp anytime for more details and photos, located 15mins from Kerry Airport. 00 353 876386480, Faha

Z3



1998, 123000 miles, £3500, 2.8 litres of fun, AC Schnizer body kit and interior in good condition, had this car for 15 years, spec is fantastic, roof was replaced 6 years ago, battery new. 07737 275056, Manchester

E30



1992, 65000 miles, £8000, Owned for 14 years, always kept in garage, always starts first go, very clean and well looked after, only used to go to air shows and car shows. 01787 379067, Sudbury

E36



1998, 70000 miles, £4500, Immaculate, with all MoTs and receipts, completely rust free, has been garaged all its life, no paint fading, underside is as clean and rust free, MoT 21 May 2020. 07841 346662, Kirkmuirhill

ALPINA



2002, 107600 miles, £13995, Comprehensive history, full restoration carried out by myself, recent service carried out, number plate not included. 07970 034891, Leicester

6 SERIES



1985, 114571 miles, £2500, Good engine and body, I've had the car for 10 years, needs nearside suspension strut 07949 022172, Northolt

3 SERIES



1990, 80000 miles, £4375, Well maintained, huge history file, 30 year old car so not perfect, price includes spare drivers door (non rusty unlike on car-see photo), better than average. 07719 865850, Sible Hedingham

323



1998, 109466 miles, £2800, Modern Classic, rare Saffron Yellow interior, lovingly kept in our family, beautiful to drive and maintain, FSH with regular services, 12 months MoT. 079743 49145, London

BRISTOL



411 AUTO

1972, £69,500, Nice example, recent total engine and g/ box rebuild with complete restoration of body & interior, major service, brake overhaul, extensive bills/history, dark red leather interior, rare, appreciating 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

406



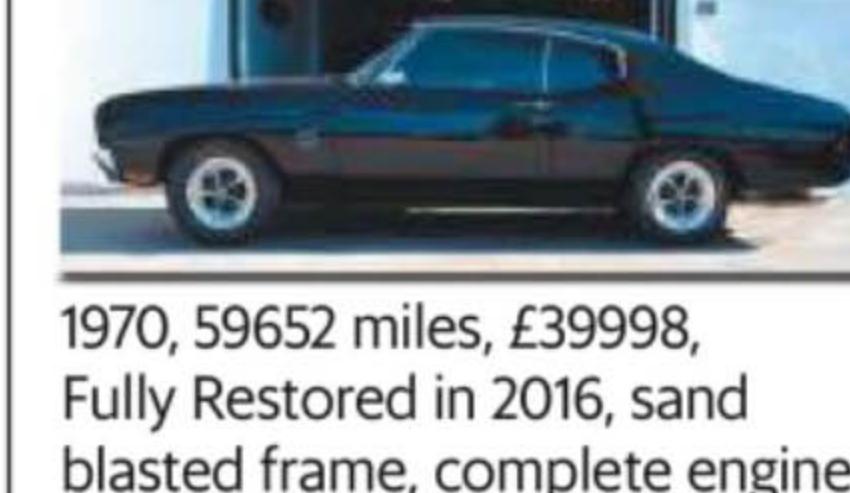
1961, 66,000 miles, £49,995, 1 of only 175 built. A stunning car. Hand built, largely in aluminium, finished in deep maroon with grey leather interior. Comprehensive service history. Had a fortune spent on it over the years 07794 47785, Bath (T) www.fenderbroad.com

CHEVROLET



1980, 100000 miles, £2100, Total restoration required, registered, DVLA documents, interesting number plate, spares, please call for more information. 07800 949180, Tunbridge Wells

CHEVELLE



1970, 59652 miles, £39998, Fully Restored in 2016, sand blasted frame, complete engine rebuild, coach painted Black metallic, complete new electrics throughout. 00 346 09418866, Estepona

1970 BUICK ELECTRA

MILEAGE 71,663 PRICE £18,000

TEL 01744 23200 (LANCS)

White, automatic, showroom condition, original condition, 1 owner in America Colorado, dry state so not rust at all, all new tyres, only used for shows, needs nothing, brilliant car. (SC 2880)

CAMARO



1973, 500 miles, £42995, 4 speed, fully restored underside as good as body, brand new Stroker 383 engine, show condition, would take classic in part exchange, less than 500 miles. 07788 526569

CHRYSLER



300C 5.7 V8 4 DOOR AUTO
2005, 74,412 miles, £7,999, Automatic, power steering, electric sunroof, remote central locking, comes with 2 keys, cruise control, heated seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CITROËN



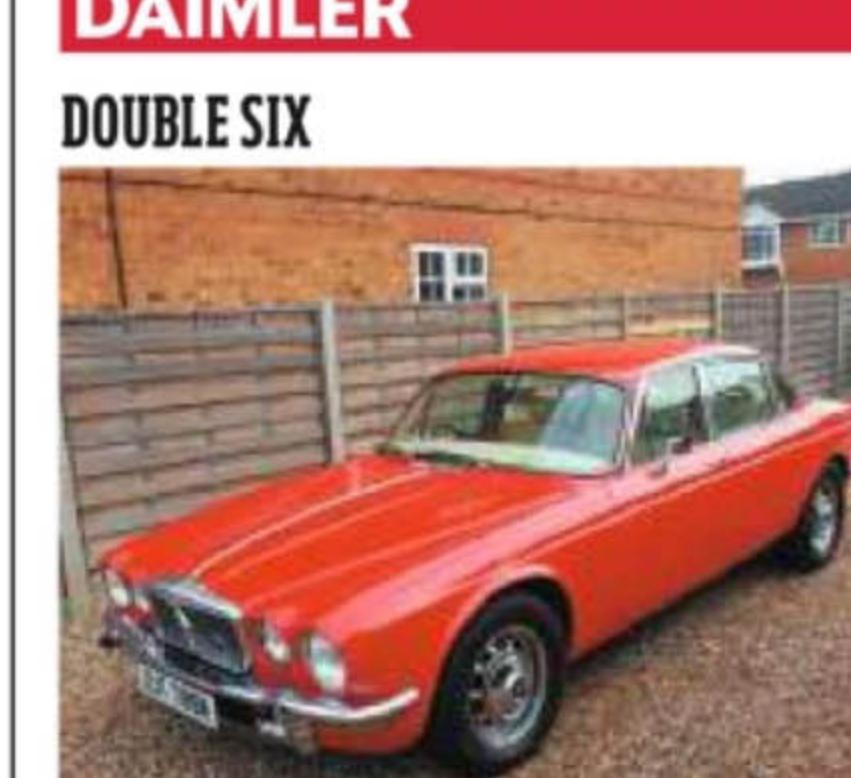
2CV
1988, 41800 miles, £5600, Paris built Dolly, one owner for over 30 years, it has a galvanised chassis and is in near original condition, always garaged, has FSH and an MoT. 01308862480, Beaminster

COMMER



DELIVERY EXPRESS VAN
1955, £12,995, In green with red leather, 31000 miles from new, excellent condition 01202 709407, Dorset (T) www.panoramabay.co.uk

DAIMLER



DOUBLE SIX
1974, 69333 miles, £29999, Stunning, subjected to a total bare metal restoration, full history from 1989, qualifies for MoT and road tax exemption, comes with a new MoT with no advisories. +44 7866 956 161, Southend-on-Sea,

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1954, 71952 miles, £19950, Rare, 3 litre, number 24 of only 27 built, coach work by Hooper, ideal for weddings, preselect gearbox, needs some TLC, please call for more information. 07950 823610, London

SOVEREIGN
1968, 90000 miles, £9500, Much work carried out over the years, some service history, new set of tyres, ideal for someone to make into a pristine motor, please call for more information. 07834 126647, Clitheroe



1986, 69475 miles, £7900, Dream car of my dad's, he bought in the UK, currently on Dutch license plates, predominantly used on sunny days, stored in his garage in the Netherlands. 00 316 52596077, Voorburg

DATSON
280ZX MANUAL TARGA TOP
1982, 89,000 miles, £5,750, ono, Datsun 280ZX Targa Top Manual white with Red Velour Interior 89000 miles 12 months mot lovely car all original 07927 393427, Sandhurst

120Y
1978, 68000 miles, £5995, Incredibly rare, only 6 known to be on the UK roads, very clean interior, waxoyled everywhere to make sure it stays rust free, many spares with the car. 07783514414, Great Glen,



1973, £34995, Absolutely stunning, fully restored, one of the finest cars on the market, taken down to bare metal, 100's of hours in renewing, rebuilding and refining each part. 07768 759663, Mnchen



1924, 9999 miles, £34000, 1925 Extensive restoration and rebuild undertaken on this car. She is absolutely stunning and beautifully finished. I am selling to fund my next project. 07540 941612, Bexley

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1999 FORD FIESTA
MILEAGE 63,391 PRICE £995 OVNO TEL 07927 290291 OR 01795 870526 (SHEFFNESS)

1.4 Zetec, MoT till June, lots of history, old MoT and tax disc, previous lady owner for 20 years, very good condition, Ford service book stamped, full V5. (SC 3240)

DODGE

VIPER



1992, 9000 miles, £45995, 1 previous Spanish owner, with less than 9000 miles, all previous Spanish MoT's and service documents, handbooks etc, more pics and info on request. 07788 526569

DODGE DURANT

6-60 SEDAN



1927, 5,800 miles, £10,000, or best offer, 1hd American fully restored 2l pinto engine fitted, cable brakes, tax/Mot exempt, garaged, starts drives fine suitable for business events/ weddings viewings in Harlow could deliver anywhere in uk 07866 659677, Essex

FERRARI

246 DINO SPIDER



1974, 13,598 miles, £320,000, A stunning example, RHD, second owner for the last 43 years, original and unrestored, excellent full service history in file. 01534 864073, www.leriche.com, Jersey (T)

F50

FIAT

BARCHETTA



1997, 60,000 miles, £4,250, ono, 1.8 16v Silver Red roof red Chesterfield leather, timing belt, idler pulley, water pump and coolant changed at 96013 by DTR Sports also more receipts,spare keys, handbooks and brochures 07796 272347, 01993 882206, Oxfordshire

500



1972, 41,126 miles, £12,950, It's a pleasurable car to drive, with the later 650cc, Fiat 126 engine and syncro-mesh gearbox, black leather interior 0208 878355, 07850 888880, Kew (T) www.ddclassics.com

X/19 GROUP 4 RALLY COUPE

1974, £15,000, 4spd manual gbox, 1.3ltr, race ready interior, professionally maintained, preparing for UK registration, flared wheel arches, rally spotlights, roll cage, handles superbly well, responsive throttle, 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

GIARDINIERA



1971, 72000 miles, £8500, New MoT, owned since 2004, lovely condition, featured in Dave Randle's book, driven to Turin for the launch of the new Fiat 500, lots of spare parts. 07921 402331, Thornbury

FORD

CAPRI MK2 1300



1975, £5,500, ono, 1300 crossflow, in red, tan interior, very sound rust free, original strut tops never plated, car has been in dry storage since 1991, ring for details 01934 751216, 01934 751216, Somerset

PUMA



2000, 42,826 miles, £1,995, Appreciating modern classic, rust free body, serviced by Ford specialist mechanic for many years, dry stored previously, super reliable, next mot due 04/07/2020, first to see will buy, 07519 595684, Essex

THUNDERBIRD

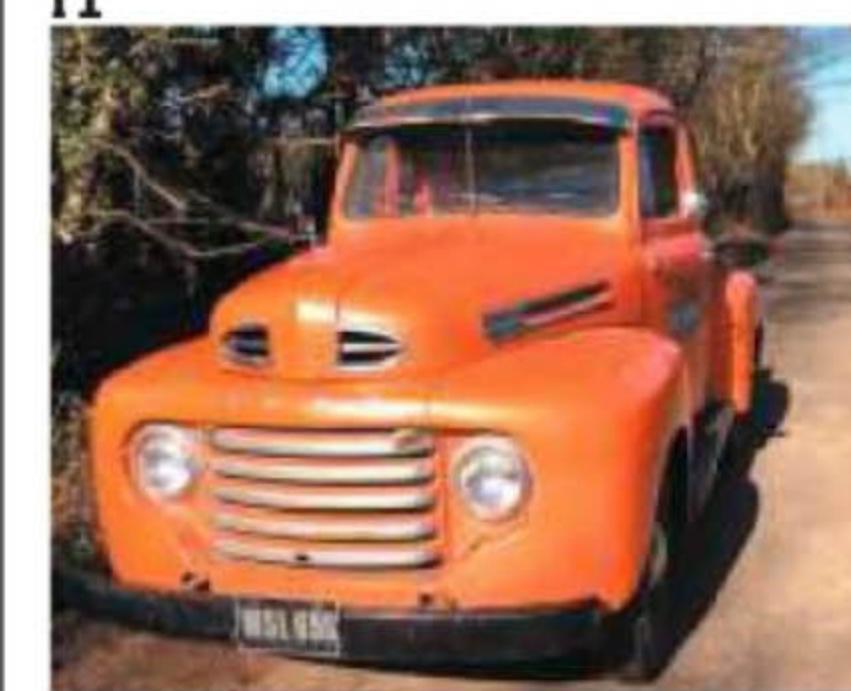
1956, £15,000, ono, Hard top unfinished project good engine and body work plenty of new spares selling due to illness but does need some one to finish off project but could be interested in 64/66 Mustang or British bike 01934 642383, Somerset

ESCORT



1990, 108,000 miles, £4,250, Police car. Ex West Yorkshire. Former museum exhibit been in the dry last 10 years. Just recommissioned. MoT Oct 2020. 1.3 litre. Working blue lights. Police radio included. 07508 435269, Colchester

F1



1949, 92,000 miles, £12,500, Flathead V8, 4 on the floor, orange with harley logos on each door, 12v conversion, rebuilt rad, new bed, hundreds spent, has rust in the usual places. Great fun to drive, contact for more pics. 07747 118031, East Sussex

CAPRI 2.8 AUTO

1979, 8,000 miles, £2,795, White, bobcat pickup factory build. New brakes, Recaro seats white black roof. Chrome bull bar, wide wheels, very solid, condition very good, fun. Please call 07598 521654, Cardiff

ESCORT



1996, 77,000 miles, £1,290, 5-door, dark cherry, one owner from new. Power steering, electric windows, central locking, drives well. Very clean car. Hpi clear. New MoT, service book and all documents present. Drive away. 023 80462390, 07720 965755, Southampton

F100 LTI V8 PICKUP



1964, 32,000 miles, £18,995, Custom built with Chevy LT1 5.7 V8 fuel injection, Finished in an amazing custom Patina satin lacquered paint finish, New wheels with chrome trims and hubcaps, New wide tyres 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

GPW JEEP



1943, £7,500, Runs and drives ok but needs restoration, this is just one of the many world war 2 vehicles we have in stock at AMD Four Wheel Drive Ltd. Please phone. 01530 230023, AMD Four Wheel Drive, Leics (T)

MUSTANG



1966, 31468 miles, £6500, Original green log book, V5C in my name, only been used by the 2 previous owners, is in absolutely stunning condition although it does need recommissioning. 07974 608333, Aberystwyth

THUNDERBIRD



1965, 32200 miles, £30000, This car needs no work, I've had her for 2 and half years, runs perfectly, new radiator, there is no rust, original spare wheel with cover, original jack. 07867 416277, Halstead

ANGLIA



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ORION

1990, 106000 miles, £1500, Lovely classic, 3 owners from new, MoT'd & serviced annually, runs perfectly, original manuals and service book, most recent lady owner had since 1997. 07736 049677, Skelmanthorpe

CAPRI

1985, 84512 miles, £9595, Very good condition inside and out but a few age related marks as you would expect, long MoT august 2020, turns lots of heads and a pleasure to drive. 07813 160139, Swadlincote

ZEPHYR

1966, 31468 miles, £6500, Original green log book, V5C in my name, only been used by the 2 previous owners, is in absolutely stunning condition although it does need recommissioning. 07974 608333, Aberystwyth

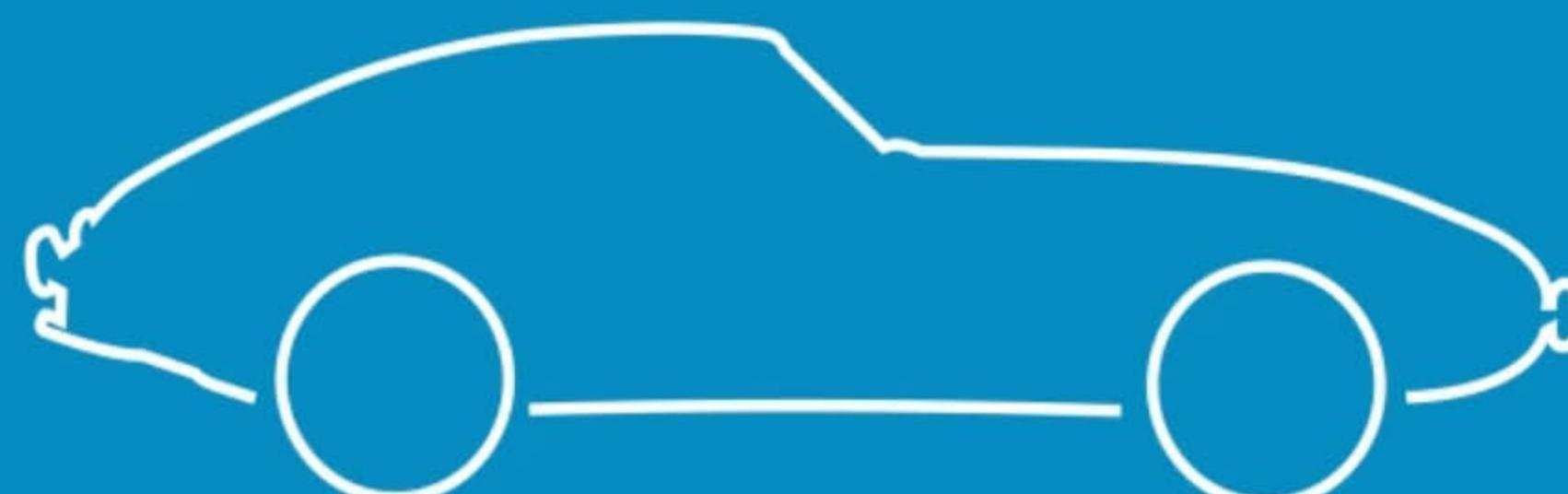
THUNDERBIRD

1957, 75000 miles, £29500, Absolutely stunning, original example, numbers matching, fully loaded, starts on the button and drives beautifully, solid, no rust, imported 2012 from Beverly Hills. 07847 213491, Potters Bar

ANGLIA

1963, 68000 miles, £2000, For restoration, requires new wings as headlight surround corrosion, will need some welding and has not been started in 20 years but engine turns over by hand. 07825 285239, Swindon

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ORION



1986, 22159 miles, £4850, Amazing time warp condition, original, bright and shiny paintwork, beautiful interior, engine starts on the button, in A1 condition, drives as you would expect. 07974 082293, Shaftesbury

FIESTA



1986, 49800 miles, £3250, Original beauty, in superb unmolested condition, in my ownership since 2013, MoT in September which passed with no advisories, no dents or rust, runs/drives. 0161 7488186, Urmston

ESCORT



1982, 80500 miles, £20000, Beautiful example, early, very rare, been loved by its recent owners, recently had a full engine rebuild, MoT until 02 October 2020, bodywork/paintwork exceptional. 07483 267015, Rayleigh

SIERRA



1983, 130500 miles, £15999, HPI clear, matching numbers, original RS1600i shell, MoT July 2020, rare, stacks and stacks of history, owned it for over 2.5 years. 07946 330680, Walsall

PILOT



1950, 64500 miles, £6000, Now in pieces, the local garage having stripped it down for a respray, gone into receivership, probably worth £11,000 to £16,000 when complete, bargain. 07939 030466, Castle Donington

MUSTANG



1968, 40000 miles, £20000, The car is in good condition, currently use it as my daily driver, however, I am leaving the country so looking to sell, please call for more information. 074563 18528, London

ESCORT



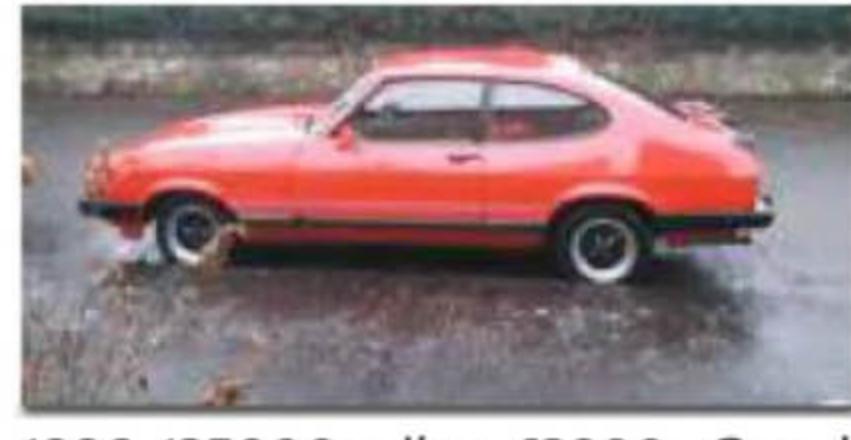
1988, 68000 miles, £10000, 80 spec, owned since 2009, done around 4,000 miles in that time, cam belt & steering rack replaced, Quicksilver stainless exhaust. 07814 176347, Ilminster

CAPRI



1986, 84400 miles, £1450, Car is sound, runs and drives well, ready for daily use, been serviced regularly over the years, all totally original, no known mechanical faults. 07745 813879, Grantham,

CAPRI



1986, 135000 miles, £3800, Good condition but needs some TLC, MoT runs out on 20/1/2020, new clutch, new rear bumper, new steering rack and steering coupling. 07714 227129, Kinross

FIESTA



1986, 49800 miles, £3250, Original beauty, in superb unmolested condition, in my ownership since 2013, MoT in September which passed with no advisories, no dents or rust, runs/drives. 0161 7488186, Urmston

HAWK



1966, 31074 miles, £3495, Barn find, has been stored for over 40 years, no rust, in great condition for age, needs some TLC to get it back on the road, please call for more details. 07879 864203, Ash Vale

HYUNDAI



2002, £1,995, Silver, manual, full MoT, high spec includes sun roof, traction control, air con, 6 speed gearbox. 01692 500988, Norfolk

ISUZU



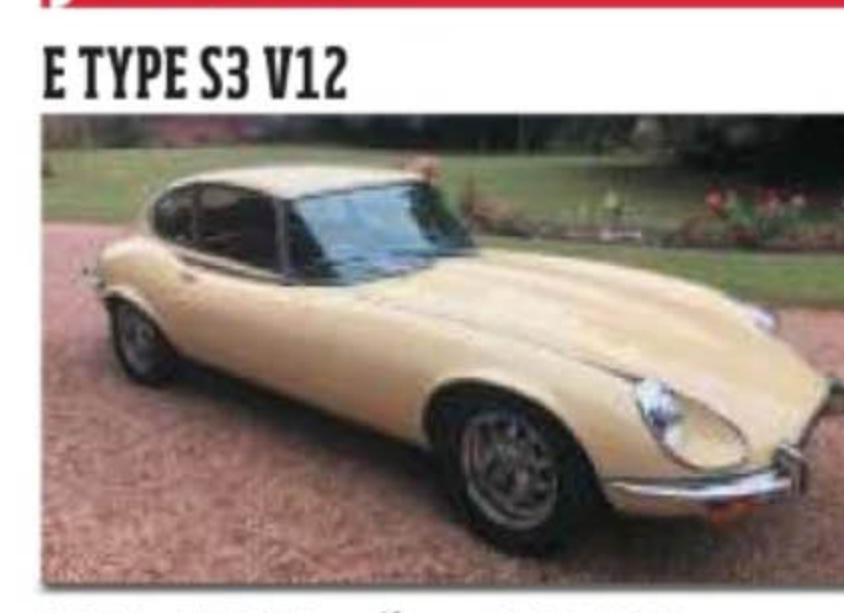
1984, 93000 miles, £1950, Been in shed 14 years, well worth fixing for road, all original even metal number plates, I've owned car for 24 years, needs welding, windscreens cracked. 07775 633064, Carnoustie

PUMA



1991, 128600 miles, £4950, Rear/four/low ratio drive, serviced, improved, I was hoping this was going to be my forever car but left leg demands auto, extensive resto in 2016. 07845 961178, Midhurst

JAGUAR



2000, 42826 miles, £1995, Own this up and coming appreciating modern classic, super clean interior, has been dry stored previously, body in excellent condition for age, no rust. 07785 936180, Canvey Island

HONDA



1996, 77000 miles, £1400, One owner from new, always garaged, nice condition, PAS, service history, drives well, clean car. 02380462390, Southampton,

E TYPE V12



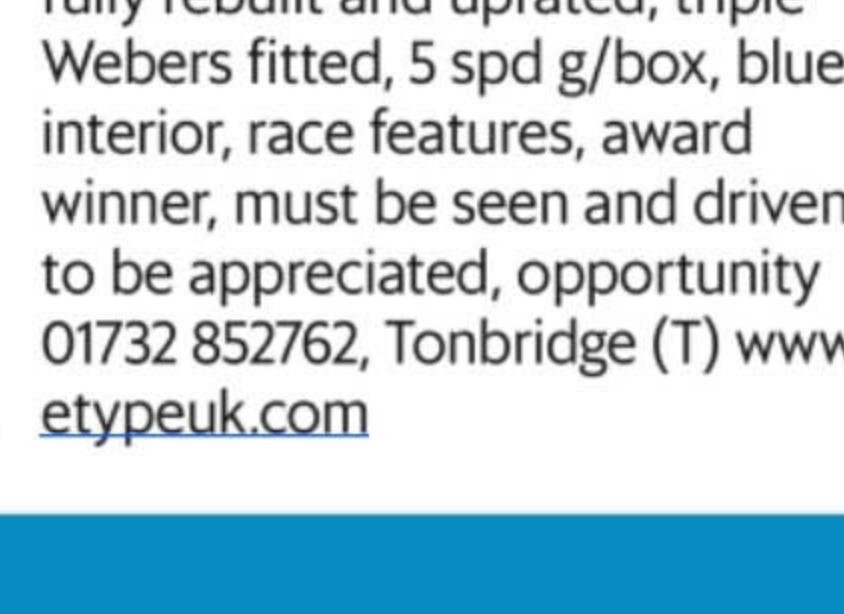
1973, 67,851 miles, £49,995, Original Right hand drive, original registration number, original steel wheels, recent engine rebuild means this is super smooth running V12, Beautiful condition, Drives superb, must be seen 01992 827157, 07711 630348, Essex

E TYPE S3 V12



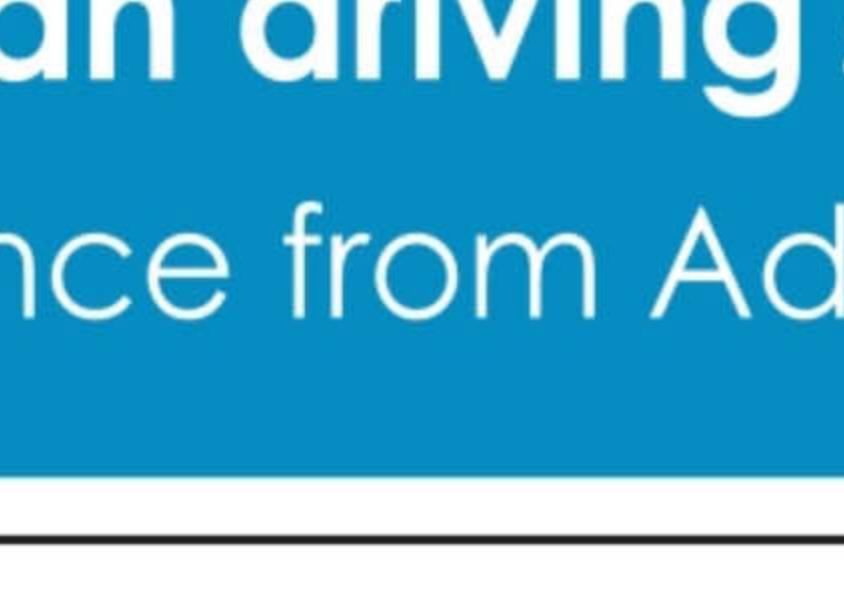
1972, 83,000 miles, £165,000, Matching numbers, ground up full nut and bolt restoration to high standard, highly desirable upgrades, no expense spared, same family owners, engine rebuild, fuel injection, s/s exhaust, 5 spd g/box 01732 852762, Tonbridge (T) www.etypeuk.com

E TYPE 14.2



1965, 6,500 miles, £168,000, Recreation of lightweight, Engine fully rebuilt and uprated, triple Webers fitted, 5 spd g/box, blue interior, race features, award winner, must be seen and driven to be appreciated, opportunity 01732 852762, Tonbridge (T) www.etypeuk.com

MK2 3.4



1963, 23,600 miles, £32,500, Green, manual, full documented restoration history, very good condition, £5000 spent on engine, stainless exhaust, chrome wire wheels, beautiful car 07766 195303, Leicestershire

S TYPE



1965, £19,000, Lovely example, full restoration, full engine rebuild 2015, dark blue leather interior, full stainless steel exhaust, past MoTs, car has had a recent surge in popularity, used for weddings, 01487 842168, Bedfordshire (T) www.trgb.co.uk

V12 ROADSTER



1972, 25,000 miles, £145,500, Navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, power steering, drives like a new car, totally superb condition, just stunning 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

XJ6 SERIES 1



1970, £8,950, 2.8 manual with overdrive, beige with tan leather interior, recent MoT 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

XK120



1953, 82,500 miles, £125,000, Manual, stored, interesting history, perfectly preserved example, rare, chassis #669035, original condition, glass and chrome good, biscuit interior, 3.4ltr engine, matching numbers, 4 spd Moss gbox 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com



1995 JAGUAR X300
MILEAGE 136,425 PRICE £980 ONOTEL 01543 492170
(STAFFS)

Sapphire Blue, automatic, MoT until June 2020, in present ownership for 14 years, but now rarely used, hence reason for sale, fitted tow bar and electrics, alloy wheels, including spare, additional steel space saver spare. (SC 2879)

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CHRYSLER 300C SRT8,

6.1 litre Hemi, showing only 63,000 miles, MOT, HPi clear, Silver with Super Black leather interior, Lovely driving car. £12,500



1938 PACKARD SUPER EIGHT CONVERTIBLE,
Right hand drive, Believed to be the one and only, as built to special order for a VIP, Included is a 40 year continuous service record £79,000 ono



SINGER VOGUE 1964, only 26000 miles, Recent MOT, Never needed renovation, Excellent Chrome and Interior, Don't think ever been welded, Needs a good polish £7,500 ONO



RANGE ROVER SPORT, 3.5 V8, DIESEL 2007. Looks superb in Wine Red with Beautiful Leather Interior. £7,950



MORGAN 1983 2 SEATER
Ford 1600 cc engine, Lots of history and Extras including blue leather seats and headrests, Wire wheels, Rollbar, alloy bumpers etc. The colour is ICI Golden Yellow, MOT. Had long term owners, You won't hear other traffic for your teeth chattering!! £15,950



LAND ROVER 90 2.5 DIESEL, 1988, Showing approx 110k miles, MOT until September 2020, Engine rebuild and other work, therefore an exceptionally sound example £6,950



CHRYSLER CROSSFIRE, 2 SEATER COUPE, 2004. Therefore cheaper Road tax, Showing only 52k miles, Manual box, Red, Alloys, Last owner 8 years, Recent MOT. £3,950



LAND ROVER LOWERED A LITTLE, V8 Engine, Built for trials, £10,250 ono



JAGUAR XJ6 SERIES 1, 1970, 2.8 Manual with Overdrive, Beige with tan leather interior, Recent MOT, Lovely interior, No saggy headlining here £8,950



WOLSELEY 1500, 1960 has MOT, a good sound example showing 85k miles £4,950



LAND ROVER FREELANDER DECEMBER 2003
2 Litre, BMW Diesel, therefore no timing belt to worry about, Recent MOT and service, Showing approximately 100,000 miles. £1,250



I have put money on some of these horses! £4,250 ono

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MK10



44,000 miles, Open to offers, Car currently on show in local museum. Open to sensible offers 07944 852411, Linlithgow

XJS 4.0 COUPE



1993, £9,500, Auto, regency red metallic, done just 54300 miles, superb car which has just arrived in from Japan, no rust 07879 498715, Berkshire

XK120



1952, £125,000, Simply stunning, the exterior beauty and curvaceous sweeping lines are so dramatic, the engine fires and rasps in a very enticing way. To drive this 120 is a joy, Road holding is outstanding 07794 477785, Bath (T) www.fenderbroad.com

XJ6



2003, 71000 miles, £3400, Good history, excellent maintenance record, beautiful, usual classic Jag leather, wood and carpet, MoT'd March 2020, no accidents, on private plate. 077469 09826, Ardrossan

XK120



1954, 6750 miles, £115000, Original, comes with a heritage certificate, matching numbers and original registration number, interior is superb, full nut and bolt body and interior restorations. 07860 318948, Banstead

XJ



2001, 38150 miles, £17950, Is in excellent condition, new MoT with no advisories, 4 new Pirelli tyres, all wheels have been refurbished, full recent service, new battery, rust free, all keys. 07740 739048, Wymondham

XJS



1992, 124776 miles, £6500, Well maintained, straight 6 cylinder, 4.2 litre, classic, limited edition, well restored and in good working order, kept under cover, smoke free, pet free, MoT 22/07/20 0207 2471816, London

XJ



2001, 41000 miles, £5995, FSH, complete book and info pack, exceptionally honest example, condition is great for an 18 year old car, HPI clear, body shows no rust or major damage. 07784 837077, Westbury

E-TYPE



1973, 65000 miles, £89950, Exceptional, drives beautifully, immaculate bodywork, matching numbers, chrome wire wheels, clean, genuine, only going to appreciate in value. 07595 906030, Saltney

XJS



1991, 54000 miles, £15000, One owner, full service history, MoTs and in excellent condition, must be viewed, please call for more information. 07710 270392, Ilkeston

XJ



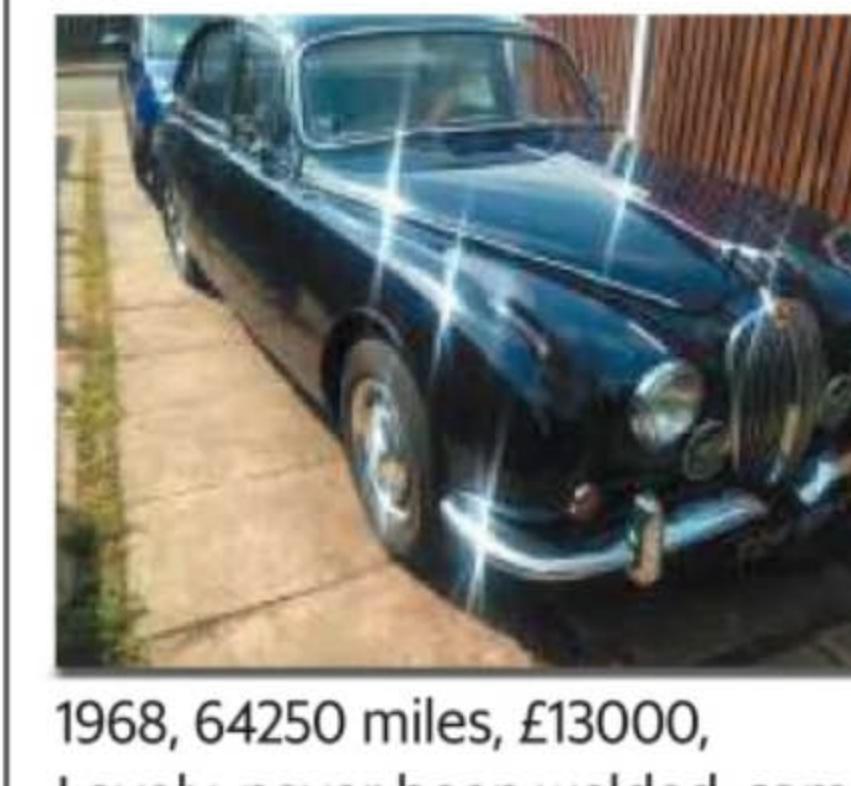
2004, 275000 miles, £3000, Top of the range, adaptive cruise control, every extra with rear media controls, runs wonderfully, regular service from Jaguar expert. 07976402587, Margate,

XJS



1990, 46792 miles, £12995, Full service history, comes with the stunning TWR body kit, MoT April 2020, not concours perfect but needs just minor TLC, wheels refurbished. 07398 902378, Strathaven

240



1968, 64250 miles, £13000, Lovely, never been welded, same condition as it left the factory, 4 speed manual overdrive, drives superb, lots of history and service receipts. 07706 989634, Liverpool

XJS



1976, 34113 miles, £9995, One of the first 1000 cars produced & exported to New Zealand from new. Some history. Bodywork, interior & mechanically very good. 075356 98054, Southend-on-Sea

XJS



1991, 43368 miles, £40000, Full stamped up Jaguar main dealer service history, just come out of long term storage & has been recommissioned by a Jaguar technician. 07989 417323, Upnor

XK



2007, 98000 miles, £8950, Exceptional example, full service history, 10 stamps, aluminium body is virtually blemish free, interior is superb and looks as new, everything works as it should. 07713 457446, Killinghall

XJS



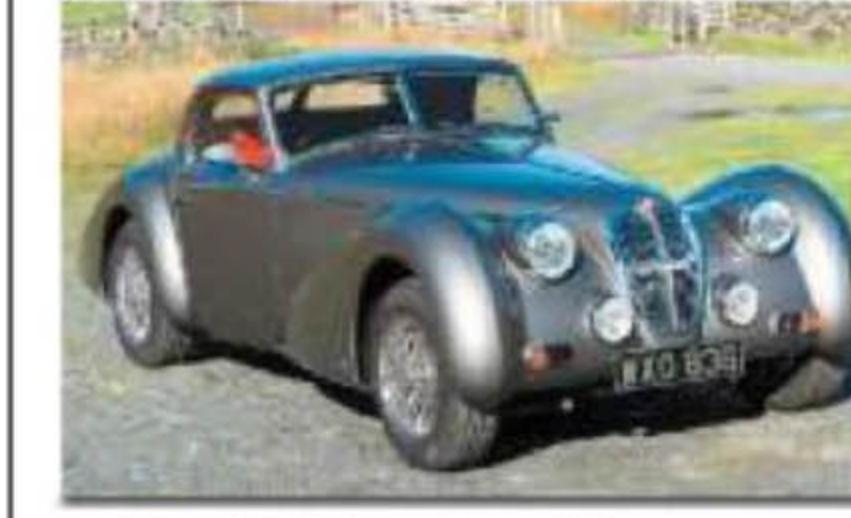
1992, 77000 miles, £9950, Superb example, rare colour combo, interior virtually unmarked with no wear or bagging, veneers all in tact, underneath is seriously solid. 07713 457446, Killinghall



2000 LAND ROVER DISCOVERY
PRICE £2899 (T) TEL 07545 703474 OR 02380 766870
(SOUTHAMPTON)

Red, V8i GS, automatic, 4.0 petrol, 5 door, e/windows, power steering, sunroof, ABS brakes, tow bar fitted, air con, alloy wheels, remote central locking, comes with 2 keys, service history, just been serviced at the cost of £623, drives very well, (trade). www.kinsonmotorcompany.co.uk (SC 2883)

ROYTALE AUTOMATIC SPECIAL COUPE



1989, £95,000, A striking car, beautifully constructed last year to a very high standard, the quality of the finish to paintwork, upholstery is second to none and has to be seen, wonderfully tight and rattle-free 01248 602649, Glynedd (T)

LAND ROVER



1950, £29,950, Manual, 2ltr, fantastic example of an iconic 4x4, desirable, restored, classic but useable drive, dark green seats, cherished, soft top, paint exceptional, spare wheel, investment 01732 440494, 07808 528516, Tonbridge (T) [www.dmhistorics.com](http://dmhistorics.com)

RANGE ROVER



1990, 105000 miles, £5750, 2 previous owners, MoT to mid May 2020, fully stamped official dealer plus specialist history, underside clean and solid, factory tow bar, used regularly, very reliable. 07703 437533, Guildford

SERIES III



1982, 100322 miles, £3950, Project on galvanised chassis, I bought it running and with an MoT, everything is present and correct, runs and drives, seats very good and will clean up easily. 07711 824048, Staplehurst

RANGE ROVER



1994, 180000 miles, £2000, Restoration project, all original apart from air suspension, comes with original green leather book pack, handbooks, some service history, 2 factory keys. 07961 066648, Crawley

JENSEN



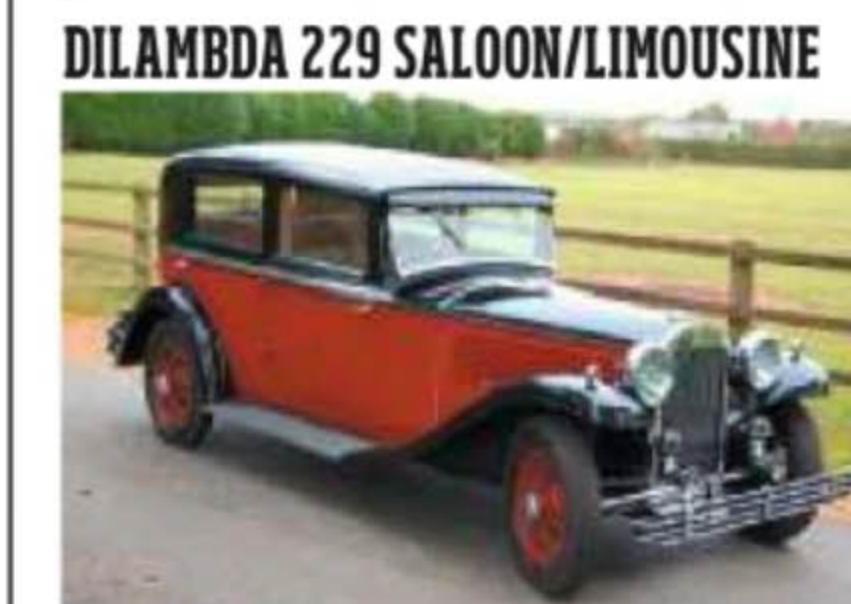
1972, 47845 miles, £17500, Classic, needs work to do but hence the price, car located in Hungary, rust mainly underneath but nothing major, engine runs smooth, the gearbox like new. 07867 498865, Leicester

JOWETT



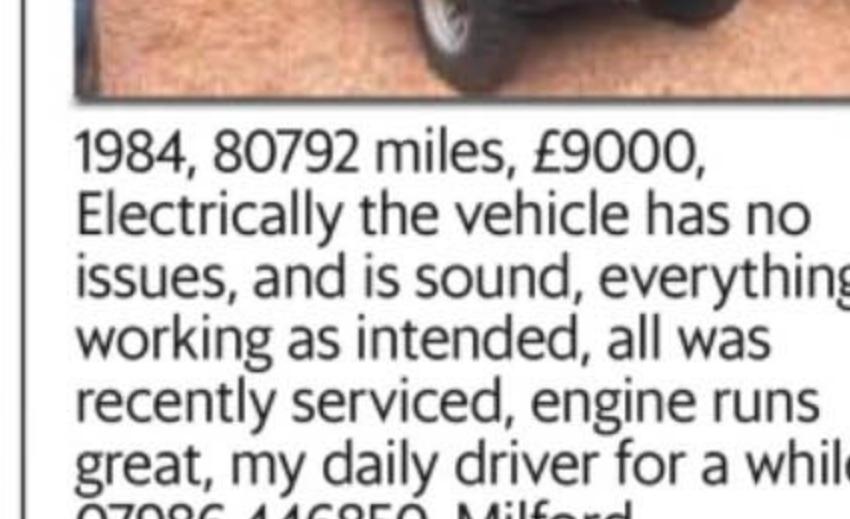
1927, 56,000 miles, £10,950, ono, 2 seater convertible with dickey, excellent weather equipment, long term museum exhibit now recommissioned and running sweetly, a very original little car but with the advantage of front wheel brakes. 07931 357630, West Yorkshire

LANCIA



1931, 6,000 miles, £95,000, Historically important, original, unchanged condition, coachwork is a delight to behold, luxurious, rear end is perfect proportion, chauffeurs area is upholstered in beige velour. 01908 270672, 07889 805432, www.classicmobilia.com, Bucks (T)

RANGE ROVER



1984, 80792 miles, £9000, Electrically the vehicle has no issues, and is sound, everything working as intended, all was recently serviced, engine runs great, my daily driver for a while. 07986 446850, Milford

88



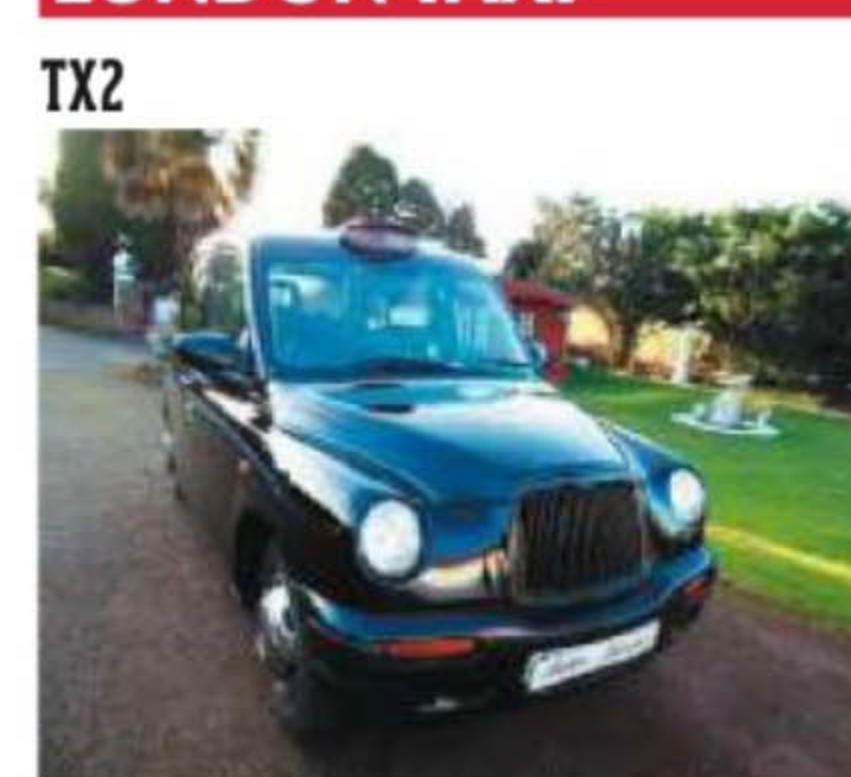
1973, 20300 miles, £7650, Good working condition, all electrics working, engine just had full service done, new carburetor fitted, underneath was needle gunned, all 4 leaf springs replaced 01334 656069, Cupar

RANGE ROVER



1985, 121200 miles, £2000, Run or restore, very reliable, engine rebuilt at 104,500 miles, good seats & carpets, radio not working, nice cross country alloy wheels with Cooper AT tyres 07979 333715, Harefield

LONDON TAXI



2005, £6,750, Finished in Black with superb interior, wheel chair access, automatic, seven seater cab very rare, 1 private owner, low miles, full taxi history, handbook, difficult to find another like this one. 01322 669081, 07836 250222, peterjarvis.net, Kent (T)

TX2



2004, £5,750, Finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent. 01322 669081, 07836 250222, peterjarvis.net, Kent (T)

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Having been in business for 50 years and advertising every week over that time, age and health has made the decision for me to retire. I will be closing the business in the New Year.

As an enthusiast, it is now becoming increasingly difficult to source and buy the very best examples, which sadly has hastened my retirement.

Over the last five decades it has been my pleasure to own and sell some exciting and beautiful motor cars. In that time it has been my privilege to meet and chat to many wonderful people, both as customers and

friends, who have also done me the honour of purchasing some iconic motor cars.

I will certainly miss the daily interaction with these people, some whom are regular visitors and have put up with my mediocre coffee!!

I have decided to sell the last of my collection of cars and people who have visited and my regular customers, will know these are prepared to the very highest standard by Paul in my workshops and Keith in the showroom and must be arguably be some of the very best examples available today.

The last remaining motor cars are open to sensible offers to make room for my new tenants. These motor cars will all be MOT'd and can be driven away. For anyone wanting to view and examine these motor cars, if they would like to make an appointment, I would be happy to discuss offers.

Thanking all my customers for their company and patronage over the years.

I would also like to thank all the people who have been in contact recently with cards, letters and calls - your kind words are greatly appreciated.

Philip

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CONVERTIBLE 1984**

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25,000 MILES 13 STAMPS IN SERVICE BOOK, SILVER
FROST WARM CHARCOAL LEATHER FLINT GREY
CARPETS, BOUGHT BY OURSELVES FROM ITS
1ST OWNER AND SOLD TO ITS SECOND OWNER
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CONVERTIBLE WITH HARD TOP, SIGNAL RED,
43,000 MILES ONLY.



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WITH HARDTOP. PADGET RED
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REAR SEAT, EXTENSIVE SERVICE FILE IN
QUITE REMARKABLE CONDITION.



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24,000 MILES ONLY, PORCELAIN WHITE,
CHARCOAL SEATS, CONTRAST DOUBLE STITCHING
WITH LIGHT SUEDE CLOTH HEADLINING, ONE
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MERCEDES 200 SLK

52,000 MILES SILVER WITH BLACK LEATHER
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LOTUS

EXCEL



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ELAN



1991, 155000 miles, £6500. Huge service history, much work done, new gearbox, clutch, 4 good Michelin tyres on S2 wheels, hood in very good condition. 07973 191631, Chippington

ELAN



1973, 65000 miles, £10000. Been stored for many years, a complete car, no parts missing, ran perfectly when taken off the road apart from water pump may need replacing. 07479 254656, London

ELAN



1973, 56000 miles, £20000. Fantastic car, ready to drive, true classic with loads of style, lovingly maintained throughout, 3rd owner (10+ years), MoT exempt, recently serviced. 07975 995250, Fetcham

MAZDA

MX5



1998, 117,000 miles, £2,750, MK1, UK car with PAS, no rust, mohair hood, excellent inside & out, runs beautifully, classic red, always garaged 07895 820799, Essex

MX-5



2000, 90500 miles, £2400, Lovely looking car, MoT to June 2020, undersealed, tonneau cover and Sony Radio/CD with aux input, needs to be seen to be appreciated. 07835 877345, Taunton

MX-5



1997, 59900 miles, £5300, Mark 1, excellent example, MoT Oct 2020, in perfect running order, lady owner, garaged, non smoker, electric windows, CD/radio. 07706 619988, Bawtry

MX-5



2001, 107000 miles, £4250, Race prepared, stunning, well sorted, excellent rust free sills and chassis, removable hard top, light weight Cobra tyre seats, passed last MoT, ready to go. 07714 771720, Whixall

MERCEDES-BENZ

SLK 320 CONVERTIBLE

2001, 133,000 miles, £1,595, ono, 2 lady owners, 6 speed manual, fsh, 14 service stamps, all electric inc. roof. MoT July, 2 keys, full leather, diamond black, amg alloys good condition, great value. please call Terry 07791 611072, Cheltenham

230CE



1984, 118,695 miles, £9,750, ono, Fitted with a rare 5-speed manual gearbox, champagne gold, cloth interior, sunroof, 2 previous owners. Very good condition with extensive history. Many new parts fitted over the past few years. 07760 172135, 01225 723709, South West (Bath)

E220CE



1995, 96,000 miles, £4,950, ono, Outstanding pillar-less coupe, bills for 17 services, many expensive extras and Thatcham alarm. Underbody inspection possible. A delightful vehicle in excellent condition needing nothing to drive away 07931 357630, West Yorkshire

300SL 88



1988, 66,000 miles, £48,750, Finished in gleaming signal red, as new, beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, superb condition throughout 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

320SL



1994, 111,000 miles, £12,500, Auto, factory hardtop, recent new hood, FSH, AMG wheels, leather interior, usual refinements, cherished number included, summer use only, MoT May 20, lovely example 01692 406703, 07941 044579, Norfolk

350SL



1980, 45,000 miles, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, factory alloys, all old MoT's/invoices, recent full service 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

500SL 5LTR V8



1987, 60,000 miles, £29,900, ono, R107, beautiful condition, brown leather interior inc small rear seating. Always serviced at Mercedes garage, original radio, cruise control, e/windows, tinted glass, new MoT, Ivory (Cream) 01242 260291, 07919 120589, Gloucestershire

450SL

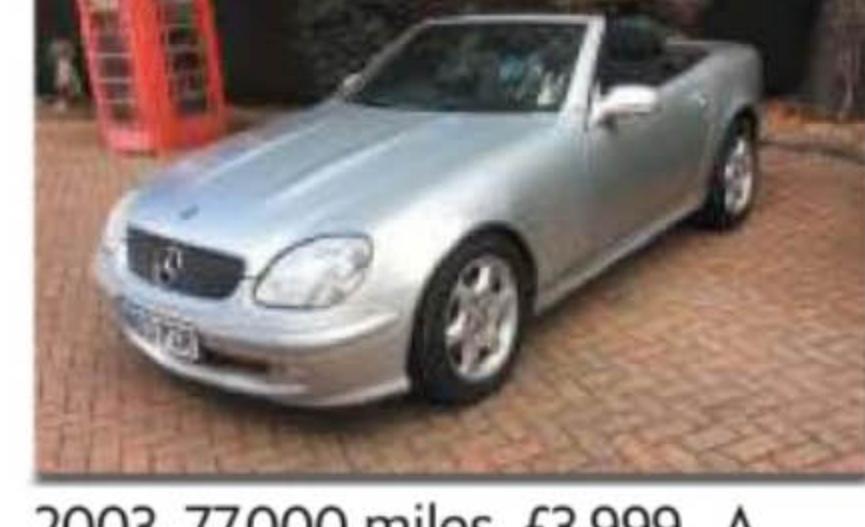
Imported from California, silver with red upholstery, needs complete restoration reduced from £7500 to £4995 07593 438955, Surrey

190E



1987, 49,500 miles, £4,250, ono, Metallic Silver with Grey cloth Period Alpine Stereo with electric aerial New Good year tyres all round 07554 361397, Suffolk

SLK



2003, 77,000 miles, £3,999, A warranted 77,000 miles. The Mercedes service book is showing 6 service entries. This car is rare in that it has very nice paintwork 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

SL-CLASS



1998, 145420 miles, £895, 1 MoT'd the car back in June, runs and drives fine, needs no welding and passed the emissions test, fitted a brand new rear exhaust silencer. 07967 817210, Bristol

420



2003, 55000 miles, £15000, Lovely condition, massage and heated seats, full service history, MoT, 1 previous owner from new, hugely powerful, 1 of the best examples, head turner. 07816 006708, Isleworth

1986, 200000 miles, £6000, Dark brown leather, very good condition, drives as it should, clean all round, selling as have another car now, please call for more information. 07912 934583, Glasgow

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230



1985, 170750 miles, £4500, Good example, in one of the best original colours, MoT until 12/05/2020, only 2 previous elderly owners, please call for more details. 074644 29397, Cheltenham

300



1991, 135047 miles, £3500, Modern classic in good condition, MoT 08/04/2020, retiring and downsizing to place with limited parking hence sale, please call for more information. 07464 429397, Cheltenham

SL-CLASS



1998, 145420 miles, £895, 1 MoT'd the car back in June, runs and drives fine, needs no welding and passed the emissions test, fitted a brand new rear exhaust silencer. 07967 817210, Bristol

420



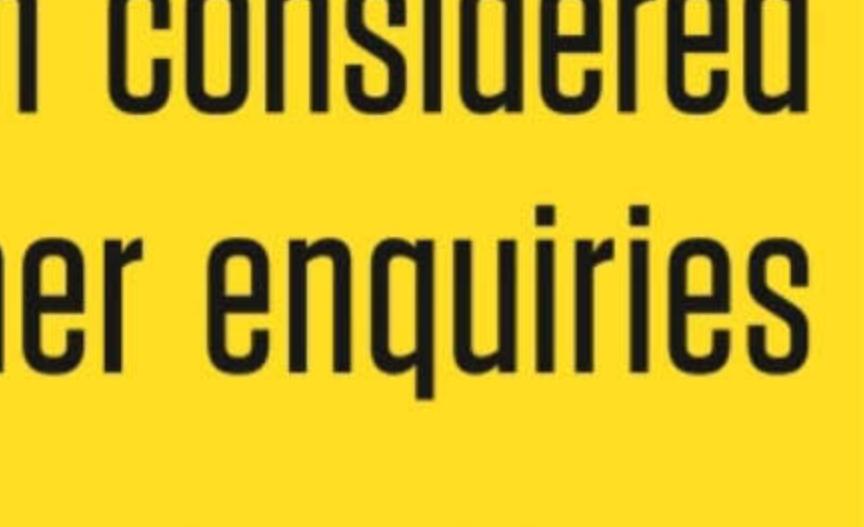
1986, 200000 miles, £6000, Dark brown leather, very good condition, drives as it should, clean all round, selling as have another car now, please call for more information. 07912 934583, Glasgow

W201



1988, 98000 miles, £1200, Non runner due to electrical fault, sound body will need a repaint, CD player, alloys, complete and solid car, ideal project, trailer away. 07535 114818, Saint Leonards

W124



1996, 116000 miles, £2500, MoT and tax till end Sept 2020, good condition, used regularly by owner for the last 13 years, need to sell before Oct 2021 of ULEZ London zone charge. 0208 5278550, London

420



1990, 120000 miles, £14999, Great condition, well kept original example offered by classic car enthusiast, unabused, clean, massive folder of receipts, invoices, documentation. 07951 958792, Potters Bar

300



1955, 35000 miles, £45000, Elegant, powerful, exclusive and expensive, many luxury features, Becker radio, VHF mobile telephone and dictation machine, introduced in March 1954. 07582 808054, Falkirk

SL-CLASS

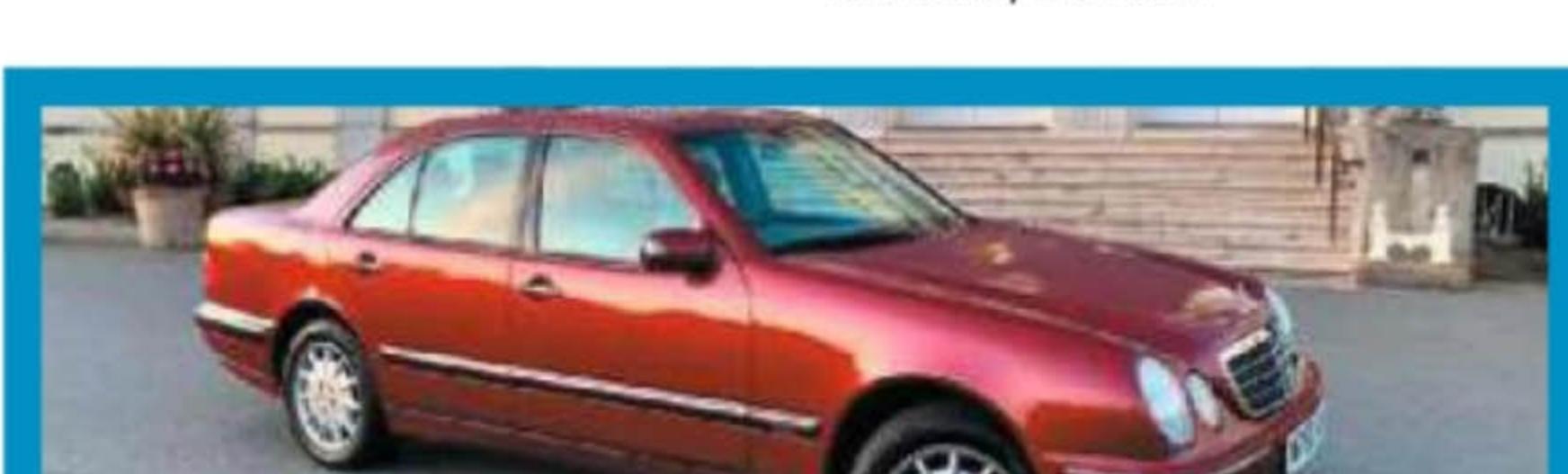


2000, 117000 miles, £7000, MoT to June 2020 (no advisories), original matching carpets & door cards, full service history from Mercedes main dealers July 2001, clean HPI. 0208 3337335, London

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1958 AUSTIN A35, Comes with Large history file, new tyres, drives great - solid tidy car £4,995



1972 TRIUMPH TR6 150 BHP Man/O, mileage from new, 3 owners, second owner from 1982, Engine gear box and axle have been overhauled in last 20,000 miles £26,995



1972 ROVER P5 COUPE restoration by Cleevewood Garage, New sills, rubbers, seats, carpets, roof, headlining and chrome - Superb Car! £22,500



1970 FORD LOTUS CORTINA MKII Good example! Rebuilt Nick Stagg Engine, new seats, carpet, headlining, tyres, battery and brake £34,500



1973 BMW 2002 5 Speed with extensive history, all old MOT's £22,000



1958 TRIUMPH TR3 5 owners, wire wheels, Man/O/Overdrive, Just completed refurbishment after 20 years storage £29,995



1953 FORD CONSUL New tyres, some history, exceptional condition, 12 months MOT £9,995



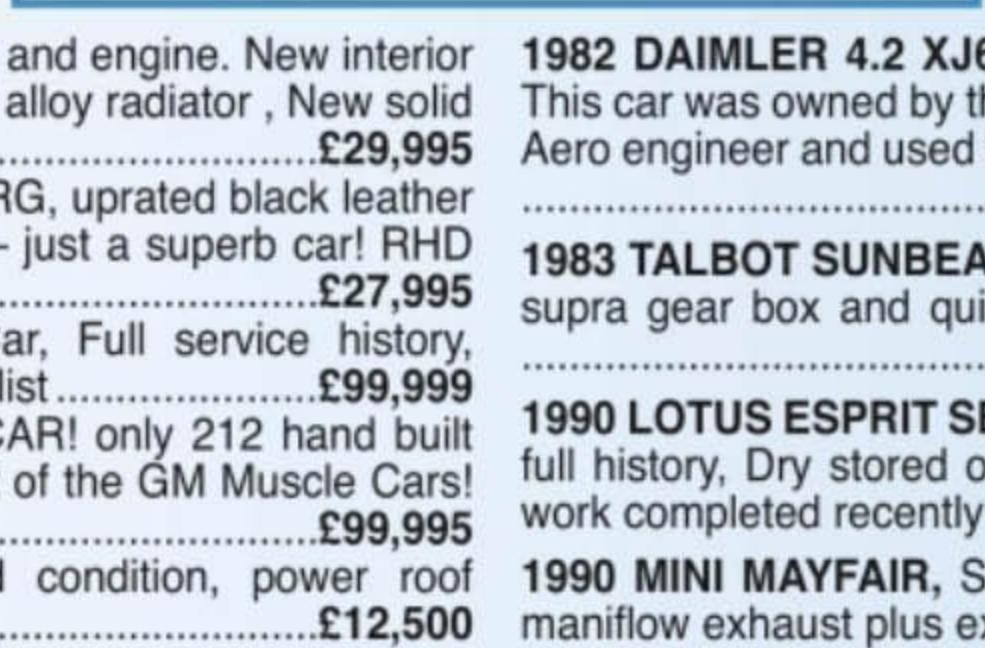
1981 TRIUMPH SPITFIRE 1500 With over drive, extensive history full restoration by last owner, new wheels and tyres, new stainless steel sports exhaust, full leather, all new tops, modern blue £10,995



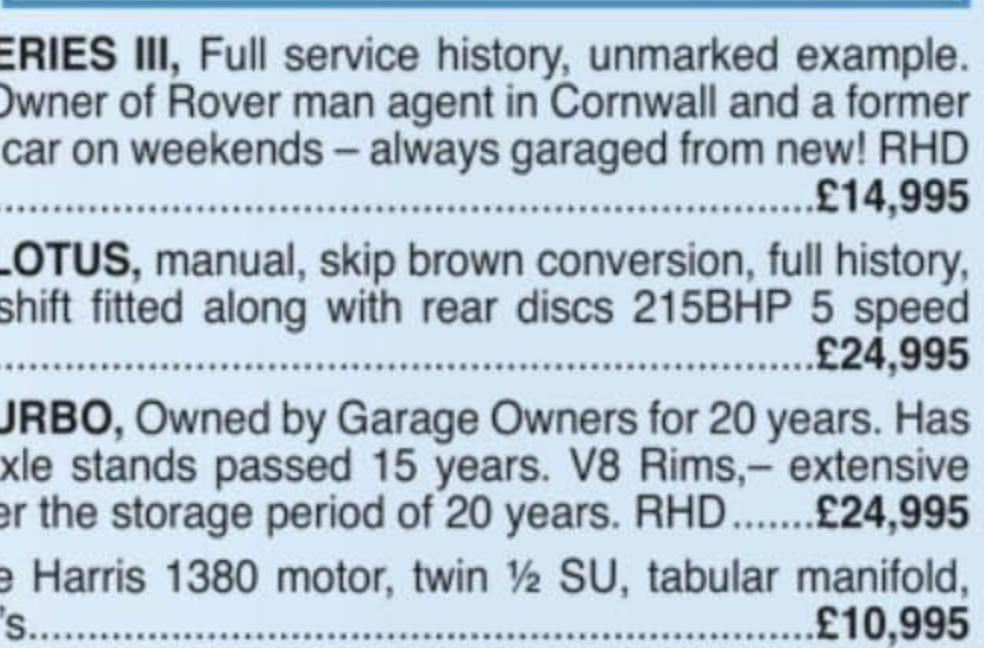
1973 MGB ROADSTER Tartan Red, Man/O, New minolites and tyres, new complete sills, hood, carpets, chrome, brakes and suspension, fuel pump and battery electric ignition, electric fan, load of new parts! £10,995



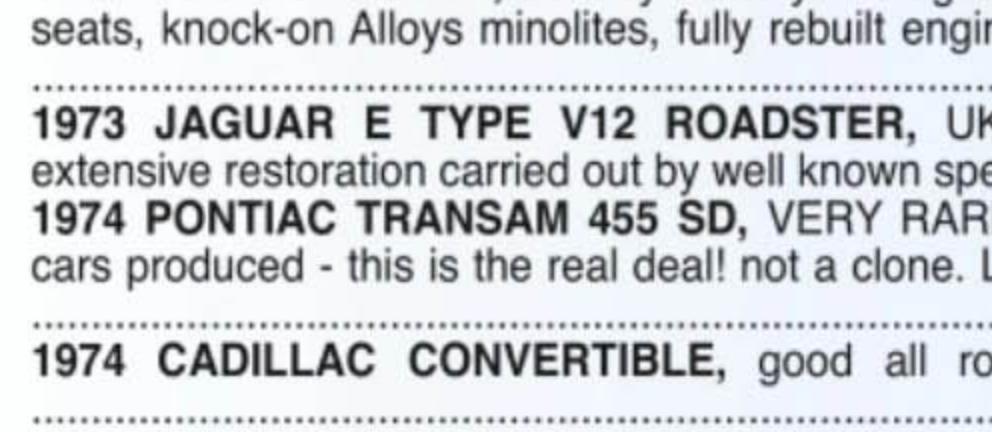
1969 LOTUS ELAN +2, Fully rebuilt including chassis and engine. New interior including dash, New head, servo and door hinges and alloy radiator, New solid drive shafts fitted- a Superb Car! £29,995



1982 DAIMLER 4.2 XJ6 SERIES III, Full service history, unmarked example. This car was owned by the Owner of Rover man agent in Cornwall and a former Aero engineer and used the car on weekends - always garaged from new! RHD £14,995



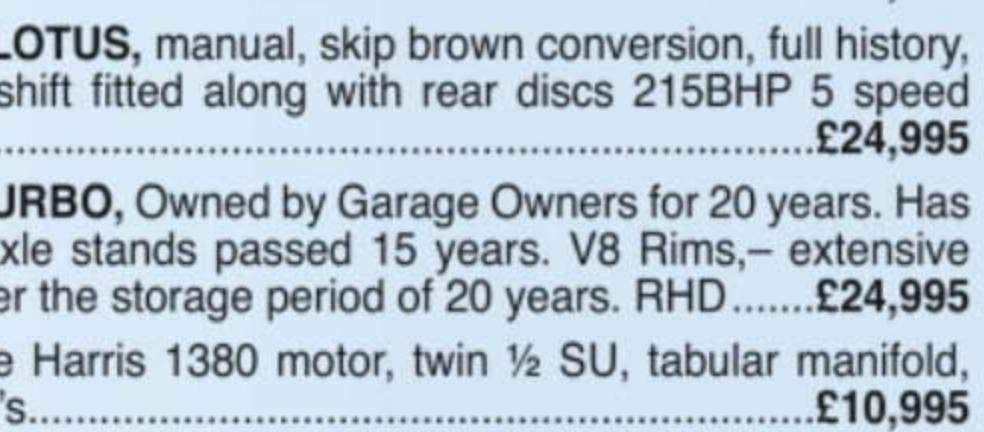
1983 TALBOT SUNBEAM LOTUS, manual, skip brown conversion, full history, supra gear box and quick shift fitted along with rear discs 215BHP 5 speed £24,995



1973 JAGUAR E TYPE V12 ROADSTER, UK Car, Full service history, extensive restoration carried out by well known specialist £99,995



1974 PONTIAC TRANSAM 455 SD, VERY RARE CAR! only 212 hand built cars produced - this is the real deal! not a clone. Last of the GM Muscle Cars! £99,995



1974 CADILLAC CONVERTIBLE, good all round condition, power roof £12,500

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1977 Aston Martin V8 Series III 5 Spec Supplied by Aston Martin Sales of Mayfair. The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburetors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCAS Engine Number V8/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome £165,000



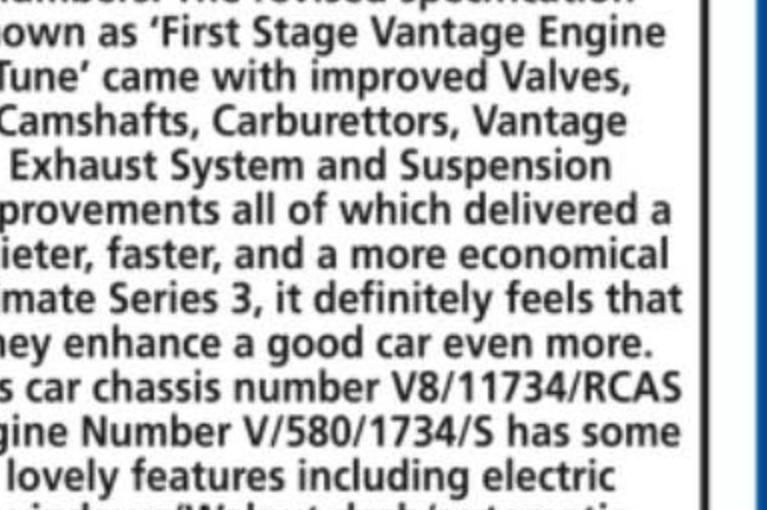
Jaguar XJ6 1969 Series 1, 2.8 Auto, Starts and Drives well, Good brakes and steering, MOT ran out a while ago, Silver with Red Leather, in need of restoration £37,500



Lotus XL SE Dry Stored for the last 15 years, Excellent paintwork and interior, very low mileage, needs recommissioning £4950 No offers



Rolls Royce 25/30 Limousine, 1936, Excellent condition, Ideal Wedding car, Ready to work, Non- original engine £35,000



1977 Aston Martin V8 Series III 5 Spec Supplied by Aston Martin Sales of Mayfair. The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburetors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCAS Engine Number V8/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome £165,000



Rolls Royce Shadow 1, Rare Facelift model, Honey Gold, Biscuit interior, 3 owners £6750



Jaguar MK 9, Two tone, in nice condition, needs some restoration £9750 No offers



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £12,750



Alfa Romeo Spider 2.0, 1989, in excellent condition throughout £6750 No offers



Citroen Traction LHD, good condition throughout £12,750



Ferrari Dino 308 GT4 in excellent condition throughout, £39,450 P/X Welcome



Rolls Royce 1926 Limousine, 20HP, in Outstanding condition, £57,500



Bentley Aluminium Sports Saloon, 1949, Only 25 were built, £35,000



Bentley Continental GT, 2004, was owned by Jack Barclay's accountant. It's only just reached 50k miles. Full service history from new £19,950 No offers



Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £6750 No offers

Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £6750 No offers



Ferrari 355 re-creation from rare MR2 turbo, very quick in good condition £6950 No offers

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1995 JAGUAR XJ6 3.2

ENGINE 3239cc/6-cyl/DOHC **POWER** 216bhp@5100rpm **TORQUE** 232lb ft@4500rpm
MAXIMUM SPEED 139mph **0-60MPH** 9sec **FUEL CONSUMPTION** 20-27mpg
TRANSMISSION RWD, four-speed automatic **MoT** May 2020 **ODOMETER** 65,549 miles

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This car starts instantly and runs really well, with a silky-smooth power delivery. It's almost as if you are floating through the gears, so gentle are the changes as the car picks up speed with a refined growl. There's no hesitancy or sounds of disapproval from the engine. The car feels extremely sorted, with no sloppiness from the suspension or steering. Handling is surprisingly neutral for such a large car, and there's very little body roll. It feels reassuringly stable at speed.

BODYWORK CHECK

The Jaguar looks great in its deep ruby red metallic paint and we could find no significant problems with the bodywork. The underside looks sound and there's no evidence of welding. The sills are in good order, although a flick through the car's MoT history reveals that the nearside front sill has been flagged as an advisory in previous years, but this appears to have been well repaired. The doors all close perfectly and there are no nasty dents or ripples along the flanks. All the mouldings on the car are

EXTERIOR

Looks pristine
No obvious rust

INTERIOR

Excellent throughout
Everything works

MECHANICALS

Recent main dealer-fit
suspension/brakes/
bearings work

in good order and free from cracking. The brightwork is also extremely good - including the retro-fitted bonnet leaper.

The history file includes eye-watering Jaguar main dealer receipts for work done on a wheel arch and a boot lid repair - looking at the car shows no sign of this having been done.

HOW'S THE INTERIOR?

Everything in excellent order and there are no signs of wear and tear on the lovely leather upholstery. The dashboard looks like new with everything appearing to work as it should, including the excellent heater. The steering wheel is unmarked and the door trims, headlining and carpets are all in great order. Full marks all round.

UNDER THE BONNET

It's all clean and obviously well looked-after in the engine bay, with no signs of any leaks. There are Jaguar main dealer receipts for recent work including a cam cover gasket, wheel bearings, suspension and brake work. That being the case, the fluids are all to the correct levels and there are no signs of any leaks. Nor is there any hint of surface corrosion on the areas of the inner wings.

THE CCW VIEW

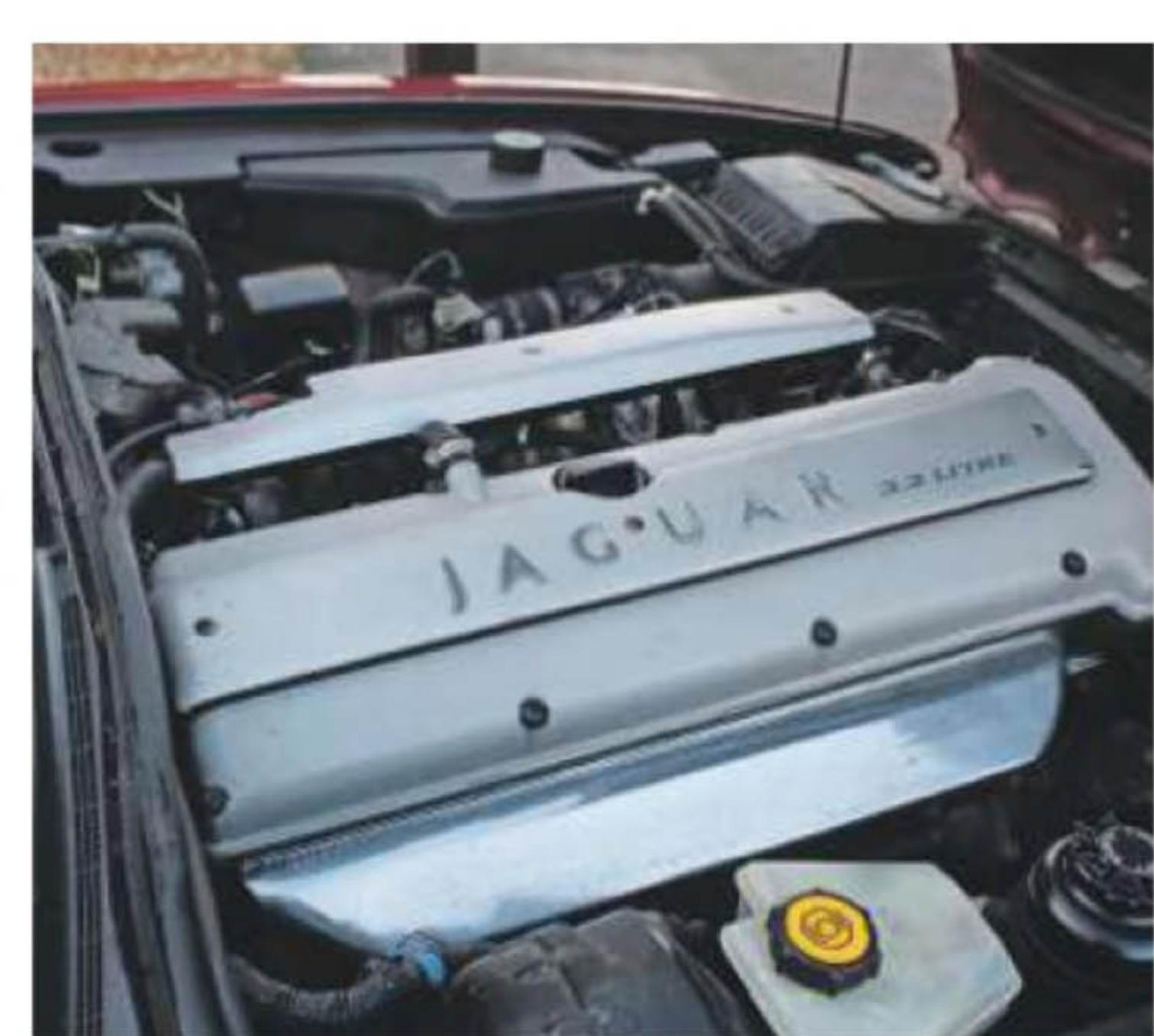
This is a fine example, much cherished by its long-term previous owner. It has been looked after by a main dealer with money no object. Nothing serious appears to have gone wrong but you'll need to brace yourself before looking at those main dealer bills. These cars tend to vary in price and there are some bargains as well as wallet-chomping wrecks. With greater economy and much improved reliability over earlier XJ6 models, the time has to come for these later cars. Note that this car's registration is in the process of being changed from a private number to the one shown. **Nick Larkin**

PROS Drives well, condition inside and out

CONS There are even cheaper X300s out there...



Wood and leather interior is still in fine condition.



Twin-cam 'six' appears to be in rude mechanical health.

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• ANY CONDITION
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CL-CLASS



2004, 91700 miles, £28500,
Believed to be the only one in
UK finished in Designo Mystic
Blue, full MB main dealer service
history, 12 months MoT, FSH.
07977 060870, Shiffield

280



1993, 136000 miles, £5000,
A
fabulous car, thousands spent
over the years, will run and run
for another 20 years at least,
owned since June 2009. 07785
323952, London

R129



1990, 101900 miles, £8950, Hard
and soft top, heated memory
seats, remote central locking.
hood is as new condition, not
using it, lovely service history,
MoT when sold. 07836 711336,
Ware

C-CLASS



1996, 55700 miles, £3500,
Outstanding condition, been
in same family last 25 years,
regularly maintained, full history,
rust free, looks and drives like
new, Ziebart treated from new.
07799 850327, Walmer

MG



1972, £5,000, ono, Excellent
condition throughout.
Professional re-spray bright
red. Black leather interior.
Refurb MGB Rostile wheels.
Good Chrome. Runs & drives
well. Overdrive working. 07789
998547, Surrey

MGF



2000, 58,000 miles, £4,500,
Open to offers, leather seats,
heated rear window full service
history 4 new tyres new HG
clutch, water pump stainless
steel exhaust new radiator
coolant pipes MoT June 2020,
this MGF is in an excellent
condition. 07908 004009, 01462
674450, Letchworth

MIDGET 1098CC



1965, 23,023 miles, £4,000, Red,
manual, unfinished project,
newly painted wire wheels (5),
steels on car, good tyres all
round, needs paint, full tonneau,
chrome luggage rack (not
fitted), talk to me for full brief.
01656 870209, Mid Glam

B GT



1974, 87,000 miles, £8,495,
Finished in vermillion red with
black trim, overdrive and chrome
bumpers, good condition
01202 709407, Dorset (T) www.
panoramabay.co.uk

MIDGET



1981, 2,600 miles, £10,995,
Finished in black with black
trim, 26000 miles from new
01202 709407, Dorset (T) www.
panoramabay.co.uk

B GT



1971, 49600 miles, £6500,
Power steering, MoT to Oct
2020, not guaranteed mileage,
reconditioned "Ivor Searle"
engine 800 miles, excellent body
and paint, Webasto roof, good
tyres. 01745 854377, Prestatyn

B GT



1967, 67000 miles, £12000, Well
documented, rust free, owned
this for one year, some older
welding was redone, it sounds
superb, comes with 2 sets of hub
caps if you prefer. 07787 564344,
North Cornelly

B



1966, 11322 miles, £11750, A
true head turner, clean and
solid example, drives superb,
full restoration 5-10 years ago,
folder of photos to document
work carried out. 07568585809,
Swindon,

B



1978, 83000 miles, £4500,
Chrome bumper conversion,
lovely cherished condition,
extensively rebuilt using new
parts prior to recommissioning in
2018, always garaged, MoT'd July
20. 07717 531017, Towyn

TD



1970, 68000 miles, £8995,
Chrome bumper with overdrive,
fully renovated, good runner,
very sound body, engine good
condition, new hood, dashboard
refinished. 01287 660810, Whitby

B



1980, 93380 miles, £7000,
Stunning, usable classic,
incredible history file going back
to purchase, garaged, black
seats, carpets and dashboard-
classic combination. 07970
220557, Dullatur

A



1962, 0 miles, £14750, V5
steel wings all round, older
restoration, very solid chassis,
side curtains, spare wheel, runs &
drives. 07976 427979, Hyde

B



1980, 95000 miles, £9995,
Chrome bumper conversion red
leather, man o/d, fully restored
condition 1, will be sold with
new years MoT, subject of total
restoration, new wiring loom.
07710 436158, Ashford

F TYPE



1997, 68000 miles, £1295, Half
leather with factory hard top, full
history, updated head gasket,
cambelt & all the gubbins,
exceptional throughout, garaged.
07941 299810, Marle Green

B GT



1977, 125500 miles, £4250, Great
usable classic, driven weekly
and kept garaged, been well
used across the UK over the
past two years, paint/body
in good condition, MoT, tax,
ULEZ exempt. 07980 750644,
Wirksworth

TD



1953, 99000 miles, £19980,
Stunning car, great drive,
mechanically very good,
cosmetically good, lots
of paperwork, recently
recommissioned for the road,
MoT and tax exempt. 07885
862238, Birkenhead

B



1967, 29000 miles, £12500,
Overdrive, recently added wire
wheels, luggage rack, extensive
history, 2 extension rebuilds and
lots of receipts/documentation,
clean underside/top. 07748
112467, Leigh

B



1963, £30,000, Red nut and bolt
restoration, showcar, expensive
but surely the finest call Paul
if seriously interested 07593
438955, Surrey

B ROADSTER



1972, 46,000 miles, £6,950, ono,
Yellow, 1800 with overdrive 1972
tax exempt Full engine rebuild
and converted to 12 volt battery
and full electronic ignition. Very
reliable extensive history any
trial 0790 615143, 01977 641335,
South Yorkshire

MINI



1988, 29,000 miles, £5,995,
ono, owners, 12 months MoT,
excellent condition inside
and out, no rot, no rust, recent
recommission and service.

Potential show winner. Viewing
essential, none better. 07764
306103, Nottinghamshire

COOPER



1969, 9000 miles, All
identification numbers,
bodywork and sub-frames
remain in excellent condition,
de-humidified careful storage,
interior is also in first class
condition. 07974 608333,
Penparcau

BRITISH OPEN CLASSIC



1992, 124000 miles, £4750, In
factory unmolested condition,
starts and drives with fully
operational roof, delivery
arranged to Southampton Docks
for your carrier. 07976 443730,
Charlton

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COOPER



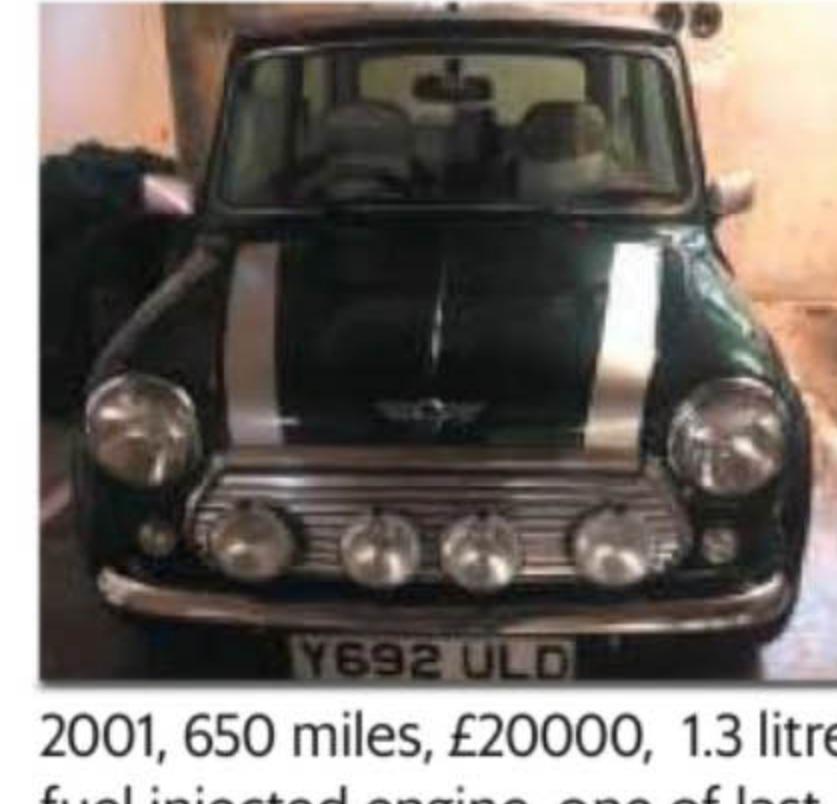
1968, 23700 miles, £17950, V5
present, MoT, was built to order
in 1974 using a genuine MK1
shell and 1,275 Cooper S running
gear, stored for many years,
comprehensive history file 07771
911989, Marlow

COOPER



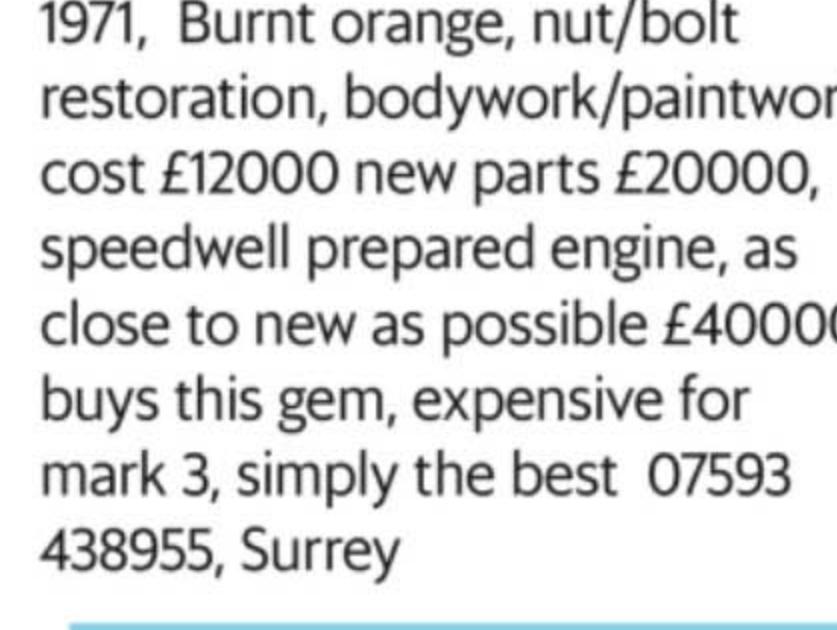
1964, 4999 miles, £18000, For
restoration, re-shelled in its early
life, V5, buff log book, receipts
for work carried out nearly 40
years ago, failed MoT 5 years
ago due to rust, garaged. 07894
968900, Belsay

COOPER



2001, 650 miles, £20000, 1.3 litre
fuel injected engine, one of last
500 manufactured, please call
for more information. 00 353
876252747, Dublin

COOPER S



1971, Burnt orange, nut/bolt
restoration, bodywork/paintwork
cost £12000 new parts £20000,
speedwell prepared engine, as
close to new as possible £40000
buys this gem, expensive for
mark 3, simply the best 07593
438955, Surrey

MINOR



1967, 15,500 miles, £7,500, ono,
2 door saloon fully restored
tax and mot exempt but mot'd
for peace of mind beautiful
condition throughout car drives
stops and starts as it should
receipts to prove total £6,521
07854 89144, Lancashire

WANTED
MGB GT V8
factory built. Any
condition considered
Please call: 07761 549454

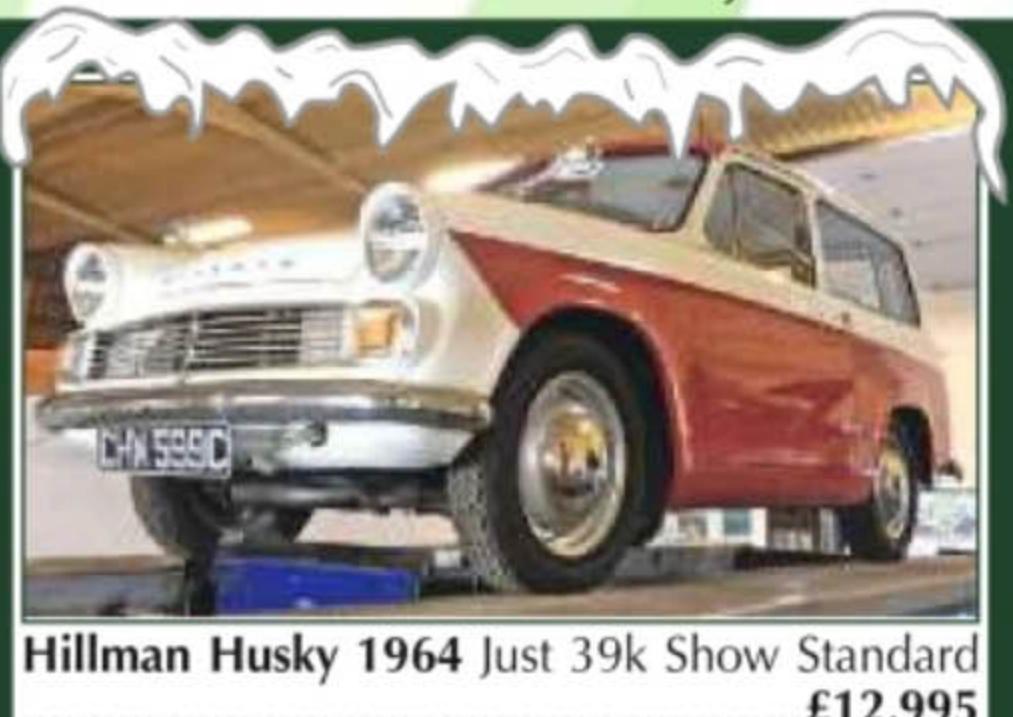
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Renault 5 'Le Car' just 19k - Remarkable find! £3495



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Morris Mini 1961 Restored Example in Wonderful Condition £16,995



Jaguar 420G Auto 1968 - Mason black & Red leather Just resprayed £18,995



Jaguar XJ6 Series 3 4.2 Auto 1984 73k - Stunning Restored Car £14,995



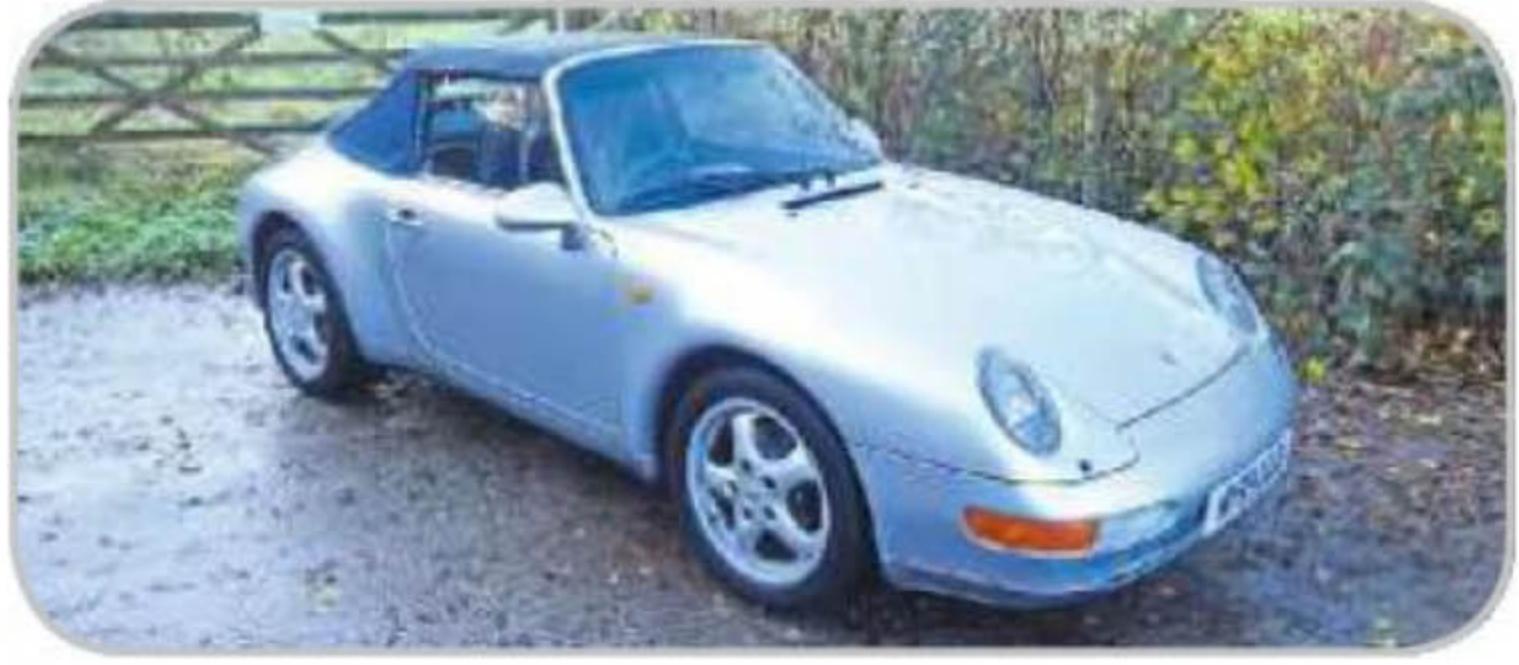
Riley 1.5 1960 - Restored Beauty £14,995

Scorpio Ultima 2.0 Auto 139k.....	£1795
Banham Kit Car in very good order.....	£2495
Ford Fiesta Chia 1.6 2002 - Just 68k in excellent order.....	£2995
Mini Convertible Zeemax Body Kit Azure Blue - Needs Recommission.....	£2995
Vauxhall Vectra Sri 130 2001 - 63k Stunning.....	£2995
Mini City E Auto 1986 - 46k Lovely example.....	£3995
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Mercedes SL280 1998 R129 - Stunning Car.....	£6995

Ford Fiesta XR2i Grey/Blue 1991 - Show Standard -	£9995
Ford Fiesta XR2i Black 1989 - Show Standard	£9995
Jaguar XJS 1991 3.6 Auto - Just 75k - Beautiful Example.....	£11,995
Ford Escort XR3i Cabriolet 58k - Show Standard.....	£12,995
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A sports car with an automatic gearbox may not be for everyone, but this Steptronic MGF is a real hoot to drive after a couple of minutes' acclimatisation. The system in this car is obviously set up to perfection, with each of the six forward gears slipping in virtually unnoticed if you slot the gear selector into Drive and do nothing else. Yank the gear lever to the left, however, and you are in sports mode and ready for a blast. The paddles behind either side of the steering wheel can also be used to shift gears, making the most of the available power. This car runs superbly, though the Hydragas suspension feels rather soft. Again, this is how they are supposed to be – it's not a sign of wear. The brakes are more than up to the task.

BODYWORK CHECK

There's not so much as a stone chip to be found marring this car's immaculate Old English White coachwork. The paint gleams and really suits the car, particularly with the new brown hood. The alloy wheels are as new and the tyres look almost

EXTERIORSuperb throughout
New hood**INTERIOR**

First-class condition

High spec

MECHANICALS

New head gasket

No overheating

UNDER THE BONNET

The well-hidden engine compartment shows no sign of leaks or contamination and, like all MGFs sold by Trophy Cars, this one has had a new cylinder head gasket fitted. Sure enough, the water temperature gauge needle doesn't shift from the middle of the dial, even when left idling after a long run. The Hydragas suspension doesn't sag or leak – it really is full marks all-round, mechanically.

THE CCW VIEW

The idea of an automatic two-seater sports car may be the automotive equivalent of a stuffed racehorse to some enthusiasts, but it really is fun going through all those six gears by twiddling those paddles, while shifting in and out of sports mode in this car. It is in pristine order and has obviously been loved. It comes with an extensive service history and a warranty from the vendor. A great choice for someone who prefers – or needs – an automatic, or a sports car collector who wants to add something a little different to their fleet.

Nick Larkin

- PROS** Condition, rarity, driving appeal, high spec
- CONS** Steptronic gearbox has niche appeal



High-spec interior extends to rare air conditioning.



There's a well-behaved K-series in there somewhere...

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8 SE 918CC

1948, 52,000 miles, £6,999, Very tidy and the inside has great patina px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR

1963, Winter Project, 2 door, saloon, partly restored, interesting reg number, requires complete respray 0161 8811840, Manchester

MINOR**MINOR 1000**

1964, 30,472 miles, £5,499, Work includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR

1966, 61,500 miles, £2,900, ono, Black, manual, the car is fitted with braked A frame, welding done, all brake pipes including flexy servo fitted, alternator, 5 new tyres, water pump, interior/carpets not bad, swap for Austin 07952 101989, Yorkshire

MINOR 948CC

89,000 miles, £5,499, 4 New wheel cylinders, water pump and by pass hose, nearside genuine front wing, 4 new tyres, new front windscreen rubbers, alternator fitted. Also some more new parts fitted, drives well for its age 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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OXFORD

1955, 30000 miles, £14500, A beautiful and extremely rare car, 1500 BMC engine, bodywork and interior in pristine condition, drives splendidly, vast array of receipts and MoTs. 01236 723367, Cumbernauld

MINOR TRAVELLER

1963, 29000 miles, £8500, Reliable, had a refurb of wood, new carpets, seat belts fitted and body resprayed June 2018, detailed records kept of work I've had done, VGC. 07815 886798, Bristol (T) www.totalheadturners.com

MINI

1970, 69385 miles, £7500, Superb classic, MoT May 2020 (qualifies for exemption but not applied for), road tax exempt, bodywork is extraordinary, resprayed years ago. 07413 769561, Walton

1000

1966, 46000 miles, £3500, Nice clean condition, please call for more information. 07870 466787, Dartford

MINOR

1964, 33001 miles, £5995, Registration ALW942B. It is an enhanced post factory convertible example Fitted with 1300cc engine, 5-speed Ford Sierra gearbox and front disc brakes. 07866 956161, Southend-on-Sea

1016

1936, 50 miles, £10000, Completely rebuilt version, rare, rebuilt engine, new radiator, rebuilt hydraulic brakes, resprayed, new leather upholstery, completely re-chromed. 01726 890333, Bodmin

MINOR RAVELLER

1971, £4,000, ono, 1098cc all woodwork in good rear pillar replaced new spring hangers new brakes and servo work carried out by Charles Ware morris minor centre not a show car used every day does need some TLC 01934 642383, Somerset

NG

£17,500, Stunning Navy Blue coachwork with Polished aluminium bonnet and side panels, Beautiful cream interior with blue carpets, Stunning dark wood dashboard with classic cream faced Smiths instruments 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

NISSAN

1990, 50,000 miles, £2,195, 5 door, totally original even the carpet mats, full service history, will sell with new MoT, no rust, extraordinary condition inside and out, allegedly only 14 on the road 07970 873049, Devon

FIGARO

1991, 74564 miles, £6500, Beautiful, very good condition, only sign of rust is on one wheel shown in last picture been very well looked after and is very reliable, use it everyday. 07923 893477, Southampton

PEUGEOT

2003, 126000 miles, £1850, Stunning and increasingly rare, full Peugeot service history, bodywork is in exceptional condition, had a new starter motor and front tyres fitted. 07919 403983, Windermere

201

1929, £1800, Spares or repair, with engine and gearbox, all information and inscriptions in France in the museum archives, confirmed by the Peugeot Club in the UK. 07795 417745, Silsoe

205 GTI

1987, 115000 miles, £9500, New MoT, Phase 1, service history, cam belt & water pump done, new discs, pads, rear axle, exhaust. 07890 563281, Glastonbury

205

1989, 168000 miles, £1000, Recent exhaust, car has been 100% reliable, needs restoring & possible respray, call for further information. 01761 569058, Midsomer Norton

PORSCHE

1999, 130,987 miles, £10,500, ono, Carrera 4 convertible, 6 speed manual. MoT January 2021. Service history missing up to 2011. Need space for new project 07971 245162, Northumberland

911 CARRERA TARGA

1983, 112,000 miles, £39,950, Well presented, well serviced condition with Porsche service book, pin stripe black interior, extremely original well cared for car, supported by both MoT and service history 01534 864073, Jersey (T) www.leriche.com

BOXSTER

1999, 110,000 miles, £5,000, ono, Manual, full respray, new hood, leather seats, new 911 lights, ready for summer MoT 07973 763448, Essex

CARRERA GT LHD

2006, 21,063km from new, Basalt Black with Black leather, Just serviced at Porsche Centre, Stuttgart, Outstanding condition Stunning example 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

996

2001, 89000 miles, £18000, 5 previous owners, I have owned for 2 years, just passed 12 months MoT, FSH at dealer or specialists, body kit, numerous factory upgrades. 07971 130361, York

928

1987, 137500 miles, £14950, Much loved, new MoT (November 2019), regularly used and runs well, recent cambelts, good tyres, spare space saver, paint and interior good for age/mileage. 07831 399587, Bordon

911

1979, 45550 miles, £25000, Owned since 1983, never used much, body is now in need of work on paintwork, in good condition for its age, engine gearbox and clutch in very good condition. 07771 525698, Menai Bridge

911

1983, 7003 miles, £80000, All mild steel parts have been re-galvanised as original, trim is black sports in very good order and suits the RS model, iconic car, full nut/bolt resto. 07712 580899, High Leven

993

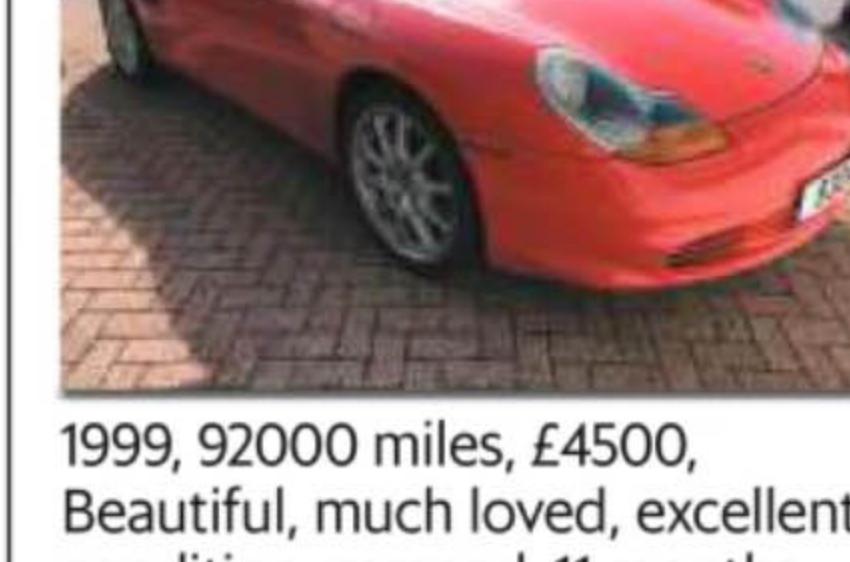
1994, 110750 miles, £49950, With excellent history, HPi clear and in excess 13k recent expenditure, loads of receipts and last service at 109k, 2 sets of keys, unusually this car has air con. 07720 839298, Gloucester

924

1983, 121998 miles, £3450, Lovely, good original example, 10 months MoT, no advisories, drives extremely well, bodywork and paint excellent, all electrics work as they should, full service history. 07568 070211, Ruthin

BOXSTER

1999, 92000 miles, £4500, Beautiful, much loved, excellent condition, garaged, 11 months MoT, lovely to drive, reluctant sale, number plate in picture not included. 07779 787988, Brixham



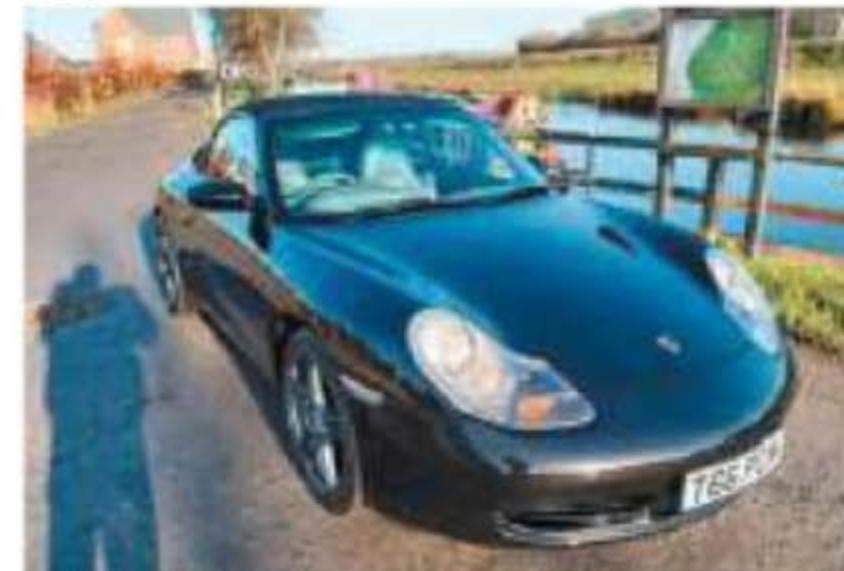
1988, 58000 miles, £74928, Very rare, one of 42 cars made, massive history file, owned since 2012, meticulously maintained, unrestored, original car in superb condition. 07966 207865, London



1981, 121000 miles, £9750, Last gentleman owner (third long-term, PCGB member), not more than 1000 between MoTs since 2004-'05, MoT until Dec 20, new battery, dry garage stored. 077100 94522, Little Cornard

964

1992, 76400 miles, £42500, Full main dealer / Porsche specialist service history, original documentation, immaculate condition inside and out, lovely car, RS steering wheel. 07794 670451, Thurston

996

1999, 69896 miles, £17495, FSH, beautiful, current MoT till 21.09.2020 (passed 10.09.2019 with no advisories), full stamped service book, invoices, handbooks, 2 keys, fantastic condition. 07951 109576, Tarleton

914

1970, 87000 miles, £4995, Very rare, with GT kit and RSR alloys, barn find and requires restoration, engine seems in good order, wheels move freely, steering is nice and light. 07786778866, Reading

BOXSTER

2001, 74000 miles, £10750, Top Porsche specification car in superb condition with Porsche service history, over £6000 spent on new I.M.S bearing, radiators, so drives superbly. 07446 881808, Nottingham

928

1988, 58000 miles, £74928, Very rare, one of 42 cars made, massive history file, owned since 2012, meticulously maintained, unrestored, original car in superb condition. 07966 207865, London

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MG Midget, 1500cc - £4995



Jaguar XKR Coupe - £8,750

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ENGINE 3528cc/V8/OHV **POWER** 184bhp@5200rpm **TORQUE** 226lb ft@3000rpm
MAXIMUM SPEED 110mph **0-60MPH** 10.7sec **FUEL CONSUMPTION** 17-22mpg
TRANSMISSION RWD, three-speed auto **MoT** 12 months from sale **ODOMETER** 96,961 miles

WHAT'S IT LIKE TO DRIVE?

This P5B drives exactly as it should, having been extensively refurbished and overhauled to a high standard in 2011. The motor fires easily and idles with the familiar Rover V8 rumble. It pulls well with more than adequate power and cruises quietly. The recently rebuilt Borg Warner three-speed auto gearbox shifts cleanly through its gears and kicks down as it should. The assisted steering is feather-light, but tight and accurate. The disc brakes are incredibly powerful and haul the car to a halt in moments with plenty of control.

EXTERIOR

New paint, superb chrome

INTERIOR

New leather and carpets

Lovely woodwork

MECHANICALS

Rebuilt gearbox

Overhauled suspension

the toolkit is complete. Modern auxiliary gauges have been added below the instrument binnacle and work as intended.

UNDER THE BONNET

The engine was removed during the car's restoration so the inner wings and bulkhead have new paint and the whole engine bay is extremely clean. The engine purrs and runs sweetly. It has electronic ignition in place of points/condenser and the gearbox recently underwent a specialist rebuild – the £1200 receipt is in the file. The suspension has been overhauled so the Rover drives incredibly well. Even the under bonnet heat blanket and lights are new.

HOW'S THE INTERIOR?

The interior has been re-trimmed, so looks exceptional. The mulberry leather has seen little sign of use and the carpet looks like new with matching leather door cards. The wooden dashboard appears to be original, but the wooden door cappings have been restored to a deep gloss. It has its original Radiomobile radio, complete with rear seat passenger volume and heater controls. Other factory options include a laminated windscreens and heated rear window. The steering wheel and dashboard are in excellent condition and

THE CCW VIEW

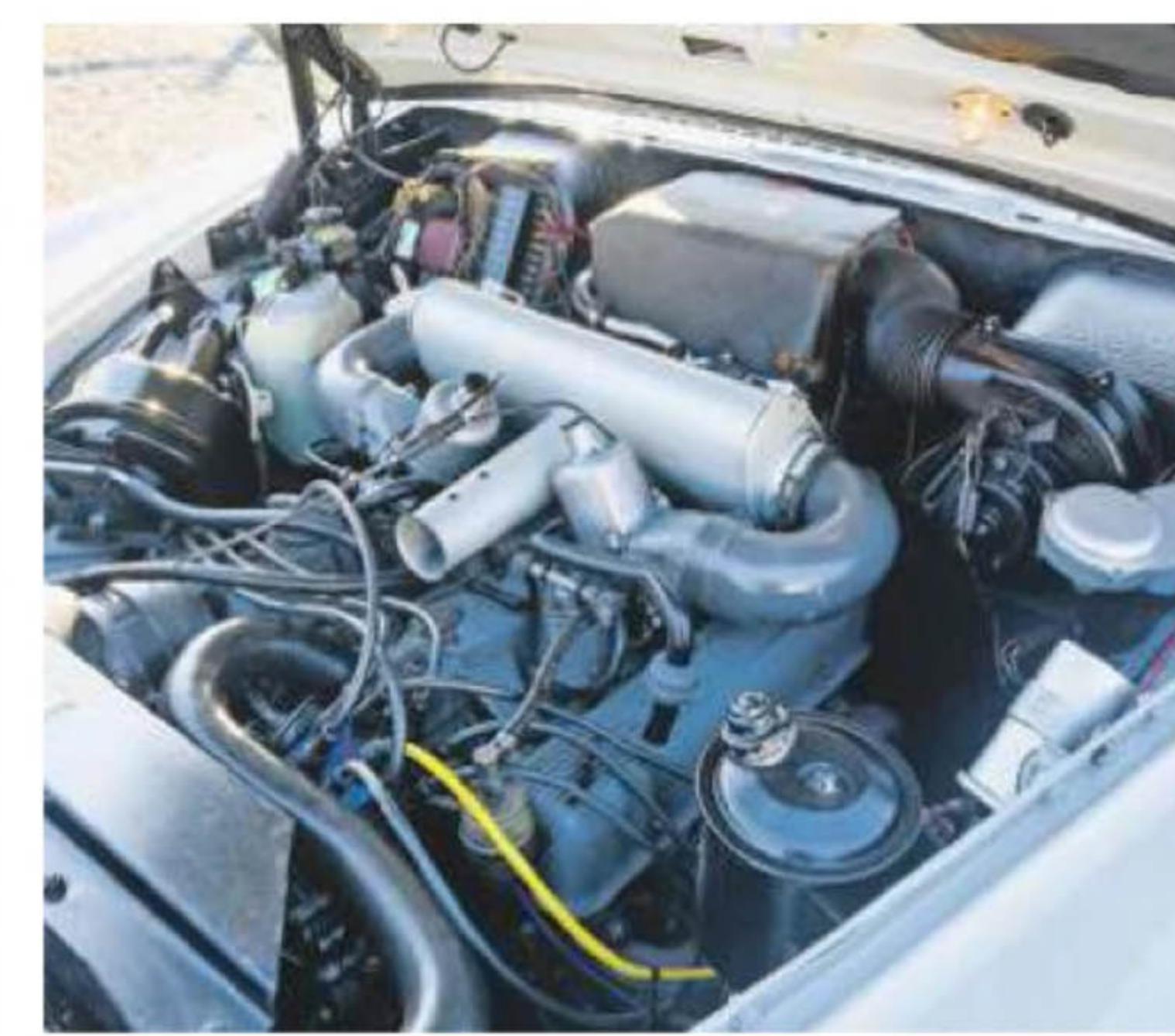
Rover P5s were criminally under-valued for many years considering how well-engineered, designed and built they were. Combining regal elegance with a dash of style in V8 Coupé form, they are very desirable. There are cheaper examples out there, but you'll struggle to find one in better condition than this.

Matt Richardson

- PROS** Amazing condition inside and out
- CONS** Aftermarket gauges... but that's about it



Re-trimmed interior looks like it's seen very little use.



Strong Rover V8 has been fitted with electronic ignition.

BUY IT FROM Percival Motor Company, The Old Forge, Ulcombe, Maidstone, Kent ME17 1EH. 01622 851841 percivalmotorco.co.uk

911



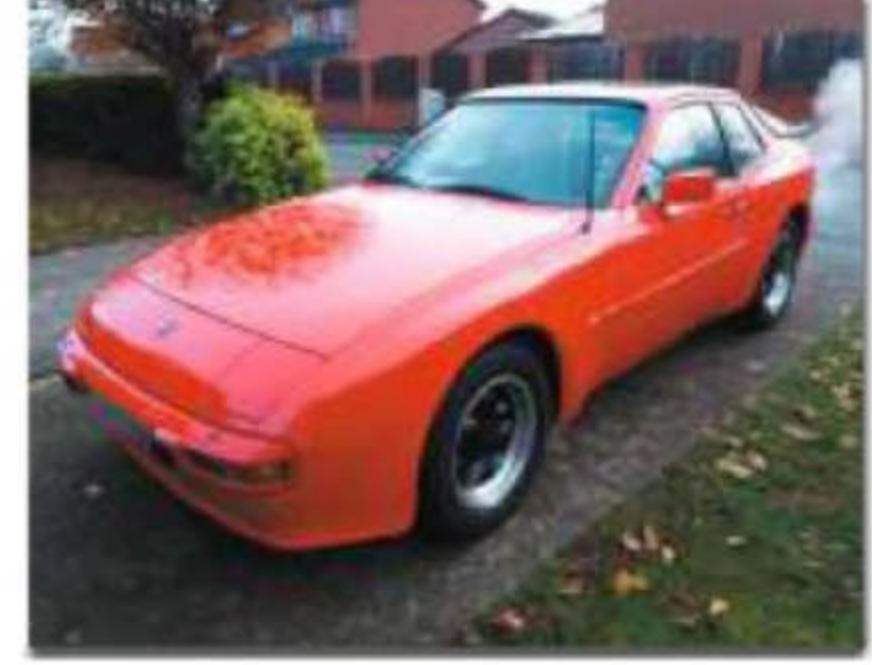
1998, 92679 miles, £26950, Pristine condition throughout, first of the water-cooled engines, 22 year old beauty is owned by a Porsche enthusiast, full service history, garaged every night. 07415784529, Dawlish

BOXSTER



2000, 43000 miles, £10000, Mint inside and out, you will not find a Porsche as nice and well looked after for the year, 12 months MoT, history, dream to drive, number plate not included. 07946383970, Dudley.

944



1983, 73000 miles, £5995, Excellent condition, current MoT runs out in August 2020, thick file of service history, bought this car early this year, interior in excellent condition. 07599134449, Wrexham

996



2002, 84000 miles, £19500, Full history, 6 speed manual, please call for further details. 07798 505151, Farnborough

RELIANT



1978, 128266 miles, £3495, Engine fully refurbished 2004, recent new alternator, new water pump, refurbished radiator, serviced by Queensbury Road Garage since 2001, driven regularly. 07817 547601, Cambridge

RENAULT



1994, 33000 miles, £3250, Very clean car, full year's MoT, full service history, excellent condition inside and out, all previous MoTs, please call for more information. 07772 695314, Armadale

ALPINE A610



1994, 64000 miles, £22000, Fully restored, owned by me for seven years, comes with a full service history, full body restoration by Renault Alpine tuning services, complete respray. 07885 115214, Droytwich

5



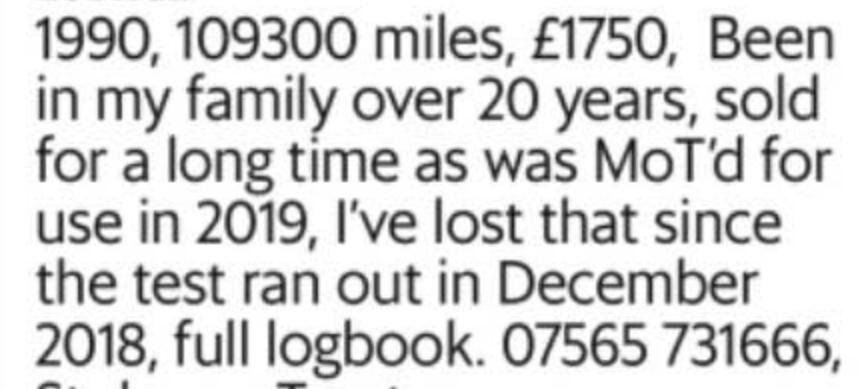
1988, 50000 miles, £1000, Currently in use, very good condition for its age, had for about 3 years, MoT until April 2020, runs well, structurally in very good condition, could do with some TLC. 079518 66580, London

5



1989, 42000 miles, £2390, FSH, 12 months MoT, 1 former keeper, garage kept from new, exceptional condition, completely rust free, drives superb. 014358 65769, Waldron

ESPACE



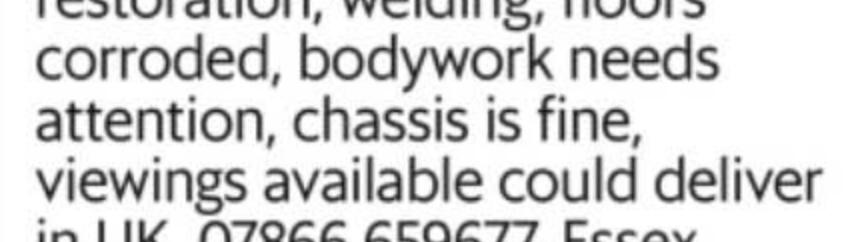
1990, 109300 miles, £1750, Been in my family over 20 years, sold for a long time as was MoT'd for use in 2019, I've lost that since the test ran out in December 2018, full logbook. 07565 731666, Stoke-on-Trent

8 GORDINI DACIA 1100



1993, £1,250, ono, 2L non turbo. Previous owner since 1994. Well maintained. T bar glass roof with original bag. Leather interior. Long mot. Run & drives well. Very clean throughout. 07768 047070, Surrey

220 COUPE



1993, £1,250, ono, 2L non turbo. Previous owner since 1994. Well maintained. T bar glass roof with original bag. Leather interior. Long mot. Run & drives well. Very clean throughout. 07768 047070, Surrey

416 GSI AUTO



1991, 38,000 miles, £1,750, ono, Very good condition. No rust, Azure Blue. Auto, pas, cw, el, em, sunroof. Blue dash, seats and carpet. Rover radio cassette, good tyres, recent service, exhaust and cambelt. MoT Sept 2020, very nice car 07565 102104, Manchester

P4 95



1963, 47,000 miles, £7,500, ono, Sound body & chassis. Completely recommissioned from brakes to tappets. A & B posts welded. Clean MoT. Good interior & leather, paint and chrome presentable. New tyres. Power steering fitted 01424 219920, East Sussex

SILVER SHADOW



1972, 20,000 miles, £44,950, Full and comprehensive history file, we have been servicing and maintaining it since 1993, in 1994 it won a class win at the RREC national rally and went on to win masterclass and many other awards 01737 844999, Surrey (T) www.rsande.co.uk

SILVER SPIRIT



1983, 54000 miles, £9495, 3 previous owners, MoT Feb 2020, excellent service history, pristine example, drives beautifully, bodywork is in immaculate condition. 07564 048876, Kettering

ROVER



1990, 122000 miles, £4850, Superb, low mileage example, drives without fault, 12 month MoT, full service history, sold with standard 15" alloys, Carlsson 16" inch alloys for extra. 0787918777, Darlington

P5



1965, 46000 miles, £15000, Overdrive, beautiful condition inside and out, MoT exempt, please call for more information. 074290 99346, Spalding

P6



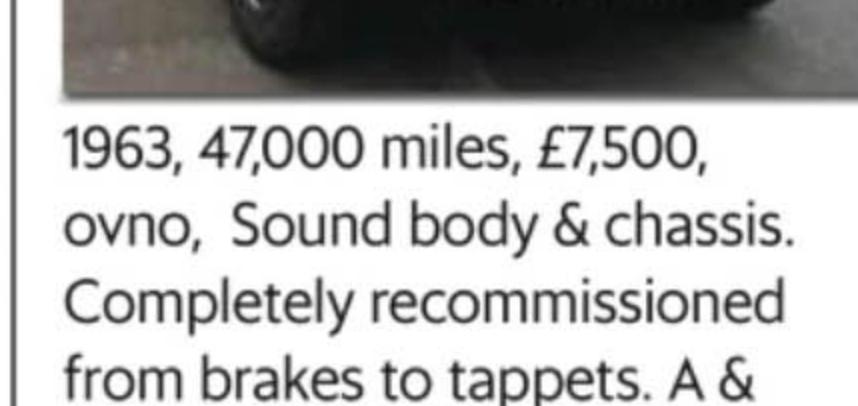
1971, 92000 miles, £8250, Excellent condition, superb colour with black vinyl roof, huge history file, drives very well, solid as a rock, no corrosion, only used for shows and Sunday drives. 07775 432416, Aldershot

MINI



1989, 120000 miles, £3000, good cond, MoT till April 2020 07771 391353, Porth

827



1990, 79046 miles, £2500, Luxury, excellent condition, top of the range executive model, all the features, everything electric, great runner, has its MoT, owned it for 3 years. 07946 154305, Chetnole

P4 100



1980, 100,000 miles, £7,999, The car was well used and looked after, 28 old MoT's, new recon steering box, new water pump, recently serviced, the vehicle has a good registration number, px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

110



1977, 44 miles, £19950, Has an MoT until 2022, complementary leather interior, recent undersealing of underside of car, disc brakes all round, all parts renewed where necessary. 0208 6515711, South Croydon

P4



2004, 83,000 miles, £2,999, 4 new tyres fitted, sports aero body styling, larger alloy wheels, plus two tone leather seats. The car is described by the vendor as an exceptionally good looking car that runs and drives very well 07909 681134, Staines

900



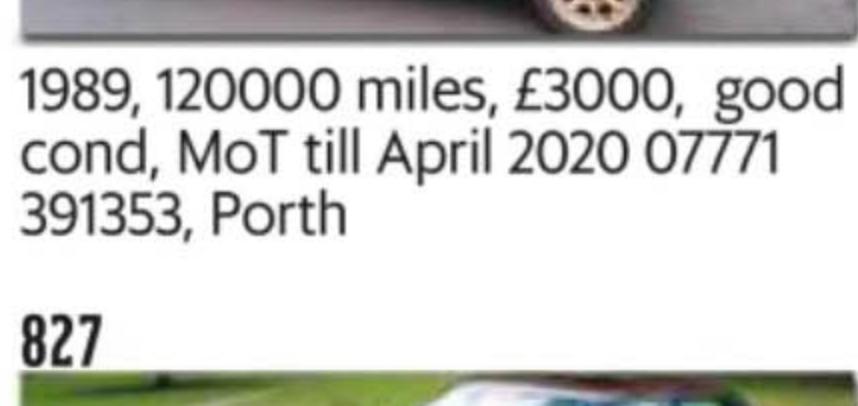
1990, 112000 miles, £4850, Superb, low mileage example, drives without fault, 12 month MoT, full service history, sold with standard 15" alloys, Carlsson 16" inch alloys for extra. 0787918777, Darlington

900



1989, 52000 miles, £14000, Immaculate car, on SORN since 2002, full service history, been kept garaged since she passed away in 2002, started regularly, will have a new MoT on sale. 07977 469156, Farnham

SINGER



1989, 120000 miles, £3000, good cond, MoT till April 2020 07771 391353, Porth

VOGUE



1964, 26,000 miles, £7,500, ono, Recent MoT, never needed renovation, excellent chrome and interior, need a good polish 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

ALPINE



1964, 12910 miles, £15750, Recent restoration, many new parts, shell chemically stripped, new wings, front panels, floors and sills, resprayed, underslated and waxoiled. 07753 997401, Bexhill-on-Sea

SUZUKI



1990, 79046 miles, £2500, Luxury, excellent condition, top of the range executive model, all the features, everything electric, great runner, has its MoT, owned it for 3 years. 07946 154305, Chetnole

SWIFT GLS 1300



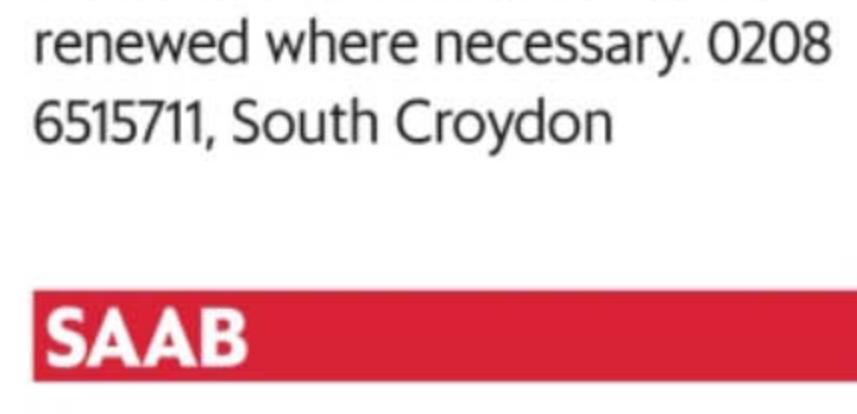
2000, 170,000 miles, £1,700, ono, Manual, MoT 10/11/20, 5 door, 5 spd, g/box, electric windows, central locking, 1 owner from new, as new, good first car 07565 333319, Dumfries and Galloway

ROYALE



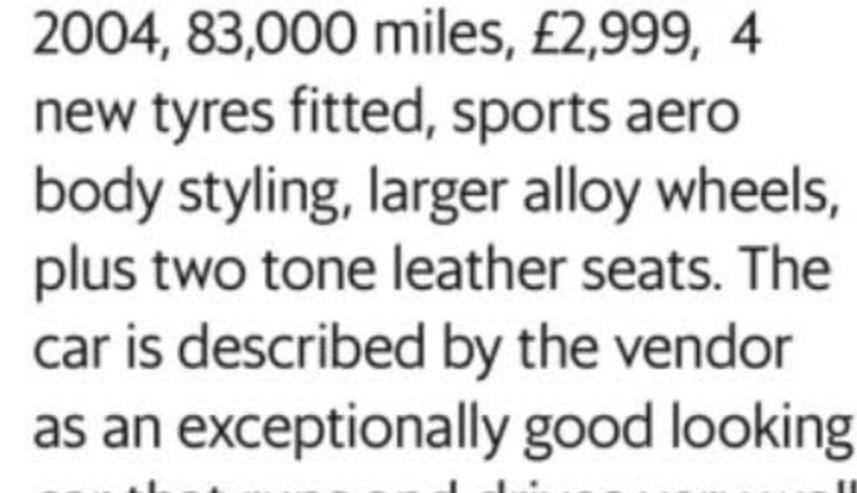
1938, 44 miles, £19950, Has an MoT until 2022, complementary leather interior, recent undersealing of underside of car, disc brakes all round, all parts renewed where necessary. 0208 6515711, South Croydon

SABRE



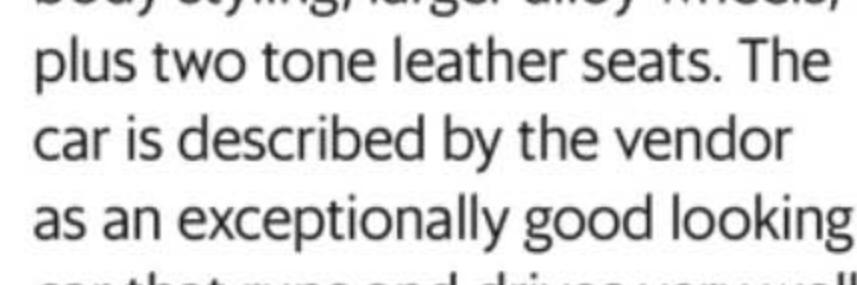
1977, 44 miles, £19950, Has an MoT until 2022, complementary leather interior, recent undersealing of underside of car, disc brakes all round, all parts renewed where necessary. 0208 6515711, South Croydon

TEN



1935, 80412 miles, £5000, Restored in 1979/1980 from unusable condition by previous owner, fully roadworthy, drives well, chrome is original and in reasonable condition, lots of spars. 07909 681134, Staines

SUBARU



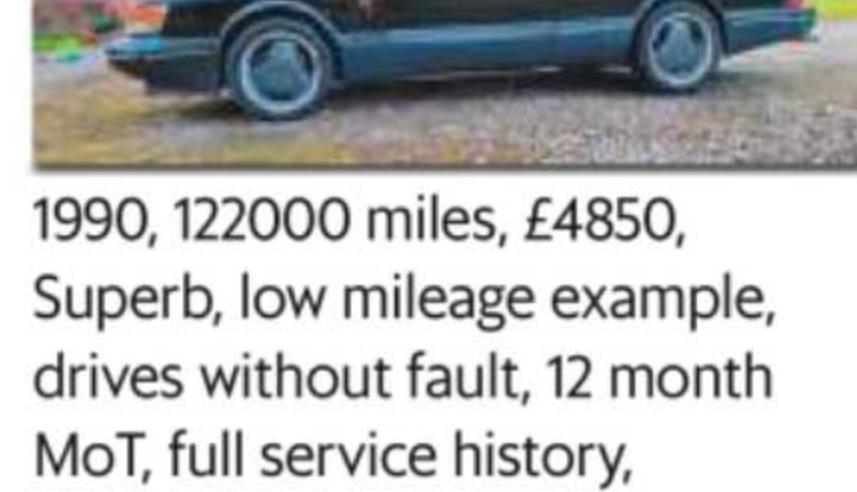
1989, 80000 miles, £8500, Fantastic, in super condition, running a staggering 500BHP, little recent use, been well looked after, huge sum of money spent on it, MoT until June 20. 07535 811324, Malvern

MR2



1992, 44235 miles, £1250, Nice appreciating classic, loads of history, lovely to drive, has recently been serviced, brakes overhauled, clutch replaced, new alloys, tyres, new battery. 07586 00111, Gateshead

F1



1981, 114 miles, £24250, Fully restored some years back and retains many original features, truly is an honest and rustic example, lots of fun and smiles, uprated suspension. 07545 282051, King's Lynn

ALPINE



1979, 55 miles, £22750, Long and successful history of reliable service, all the paperwork required, fitted A/C, power steering, uprated suspension, tints can be removed at no cost. 07545 282051, King's Lynn

TRIUMPH



1981, 22,000 miles, £5,175, or best offer, Inca yellow, black cloth. MoT Apr 20, loads of history in original sales invoice. Unmolested, bodywork, excellent condition, repaint 2015. Rustproof when new. Survivor in excellent condition. 07770 081604, Wiltshire

STANDARD



VILLIERS CLASSICS



76 VW Devon, elevating roof £15,750



Austin A95 Westminster 1957, hard to find now, lovely old car



1979 MG Midget, entry level classic £2750

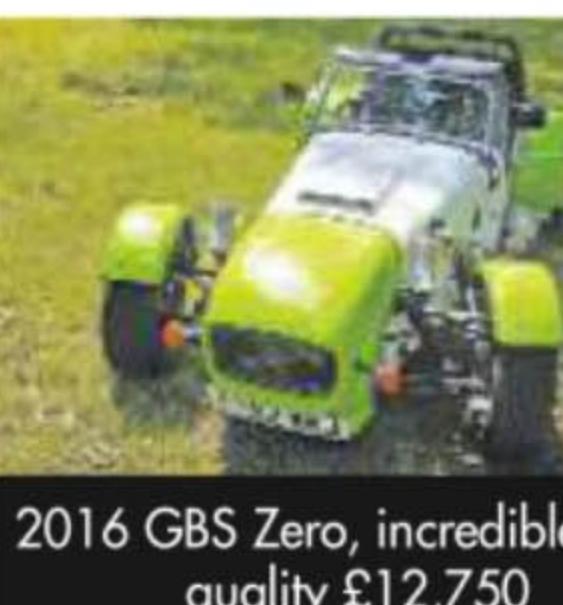


1964 Heinkel Tourist, 4 stroke with dynastart. Show condition and ready to use. £6950



1955 Morris Isis runs and drives well £3450

Coming soon
1932 Morris Minor
1985 Argocat 8x8
1998 XKR Superb
2 door Rolls Royce



2016 GBS Zero, incredible build quality £12,750



1961 A55 Van, complete, needs re-commissioning £5750



Rolls Royce
Cloud III,
Top Quality
£45,000



Peugeot 403 Pick up



1990 John Cooper RPS Mini 1275, Limited Edition £8250



Land Rover
County.
62 plate.
Superb
£27,500



1993 Jaguar XJR. A very rare motor car £3850



1992 Turbo R.....fabulous



1985 Mercedes W123 280TE estate, fabulous motor car with leather & sunroof £POA



Peugeot 203 Pick up

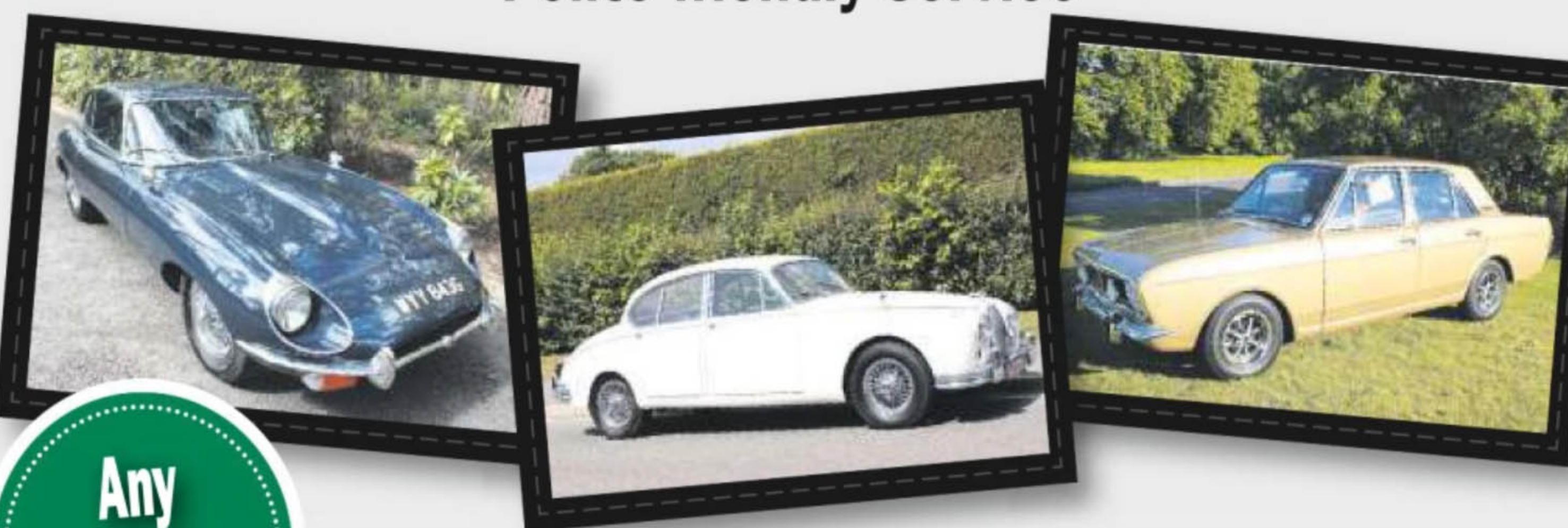
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CHASING CARS

1970 VOLKSWAGEN BEETLE

ENGINE 1493cc/flat-4/OHV **POWER** 53bhp@4200rpm **TORQUE** 78lb ft@2600rpm
MAXIMUM SPEED 78mph **0-60MPH** 22sec **FUEL CONSUMPTION** 24-33mpg
TRANSMISSION RWD, four-speed manual **MOT** August 2020 **ODOMETER** 75,416 miles

WHAT'S IT LIKE TO DRIVE?

This 1500 model starts first time and the engine itself appears to be in good shape, emitting only positive noises, with no smoke or fluids. Throttle response is excellent and the air-cooled flat-four feels refined and free-revving. Both the clutch and gearbox are strong and gear selection is positive with no whining or slipping in any gear. There's a touch of slack in the steering before the wheels begin to turn the car, but this doesn't detract from the overall driving experience and the steering itself feels correctly weighted and free from vibrations. The vehicle tracks straight and true and there are no rattles or nasty noises from the engine, drivetrain or suspension. The brakes require a little force to apply, but they do work well and stop the car progressively in a straight line.

BODYWORK CHECK

This beige Beetle is in excellent overall condition with not a spot of rust to be found anywhere. Even the chrome bumpers and trim pieces are clean and have not succumbed to any weathering or pitting. It's a

EXTERIOR
Rust-free body
panels and chrome

INTERIOR
Good floors
No water ingress issues

MECHANICALS
Strong and well-maintained engine and drivetrain

perfectly and the single, central speedometer gauge is accurate. There is no evidence of any water making its way into either the cabin or the boot area and an inspection beneath the carpets assuages any fears of potential rust issues.

UNDER THE BONNET

The comprehensive history tells us that service items have been replaced regularly and the latest bill is for a brake service and carburettor tune-up last summer. The distributor cap and HT leads look new and the fuel lines and filter are clean. Suspension and braking components are not visibly damaged or overly worn.

THE CCW VIEW

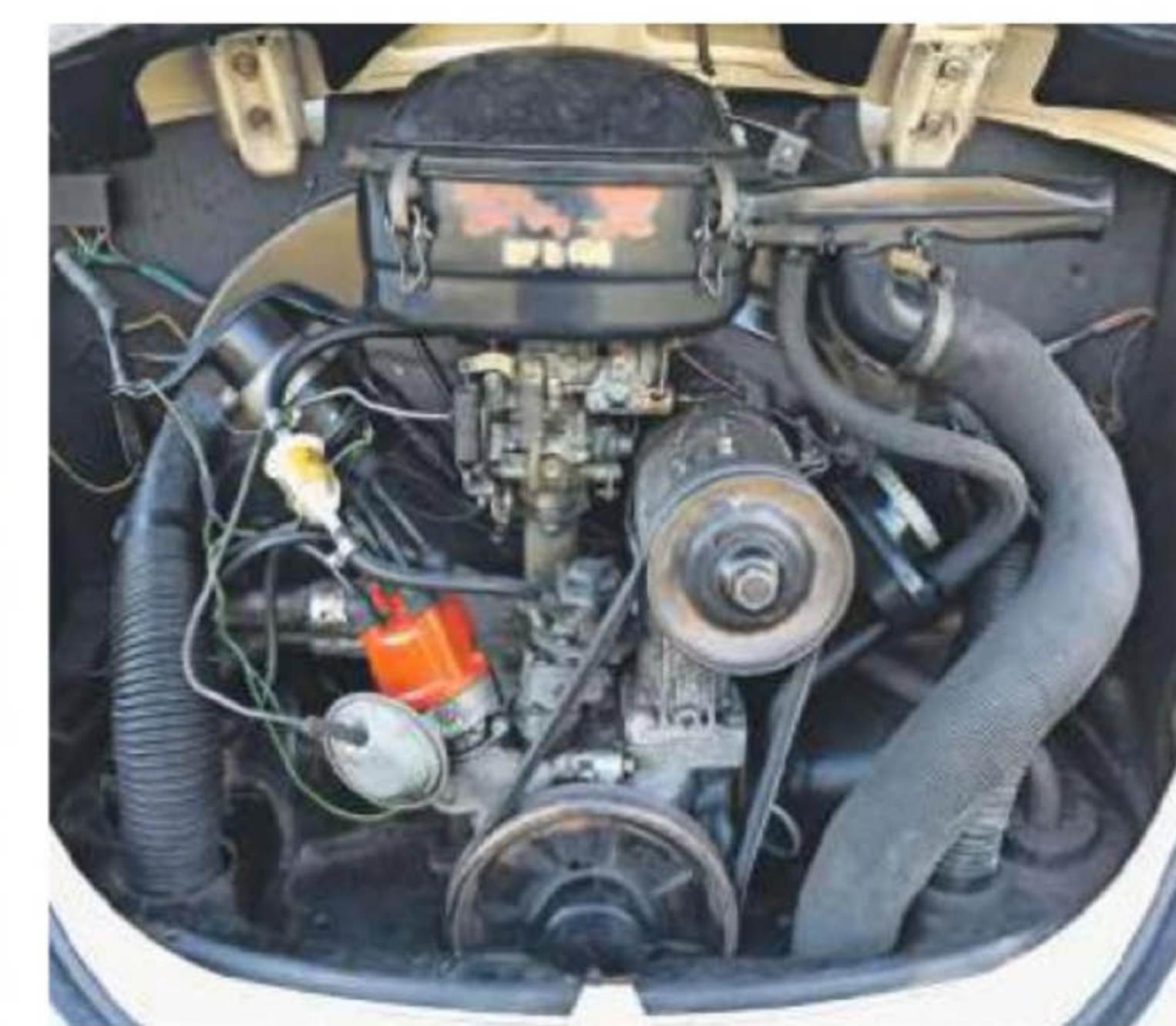
With only two former keepers, low mileage and a detailed history file, you can rest assured that this Beetle has led something of a charmed life. This is reflected in the overall condition of the car, both inside and out – it looks good and performs well on the road, with the 1.5-litre motor lending the car more drivability than smaller-engined Beetles.

Dale Vinten

- PROS** Overall condition, good service history
- CONS** Some windscreen fogging, loose door mirror



No complaints in here, bar a little windscreen fogging.



No smoke or leaks from responsive 1.5-litre 'four'.

BUY IT FROM Thurlby Motors, Alford, Lincolnshire LN13 9JN
01507 463254, thurlbymotors.com

FREE!

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01487 842168 or 07801 631632

SPITFIRE 1500



1975, £4,500, Good condition with many upgrades and new parts. Hardtop and soft top overdrive. MoT until end of April. Nice car can be driven while being improved 07922 057587, Oxfordshire

TR4



1963, 3,560 miles, £18,000, ono, LHD within recent mileage, comprehensive, mechanical upgrade rebuild by TR professionals. All bills available in support. All original equipment with vehicle eg. seats, bumpers etc. 07931 357630, West Yorkshire

TR6



1974, 18,000 miles, £24,950, Ground up restoration, full photo record, receipts in excess of £10,000, twin SU's, 5 speed Triumph box, MoT & tax exempt, superb, worth a look 01761 470607, Bath

TR6



1972, £19,995, Original UK 150 BHP, red with black trim, 5 speed gearbox, drives very well with extractor manifold and overhead linkage kit, will come fully serviced with 12 months MoT 01487 842168, Huntingdon (T) www.trgb.co.uk



1954 TRIUMPH TR2 LONG DOOR PRICE £24,995 (T) TEL 07761 549454 (LANCS)

Red with Black trim, rare overdrive, weather equipment, original UK car, an extensive nut and bolt restoration in 2002 only covering 4,000 miles since, superb car, (trade). www.ah-classic-cars.co.uk (SC 2884)

GT6



1972, £10,750, ovo, Very good condition, overdrive, fully rebuilt balanced hillclimb engine TR6 head TR5 PI induction, too much to list! Full discs, rare alloys, very fun to drive, sounds great and pulls like a train! 07882 969747, London

SPITFIRE, LHD



1962, Green, ex California, need complete restoration, reduced to £3750, call Paul if seriously interested 07593 438955, Surrey

13/60



1967, 54455 miles, £6995, Beautiful, fully working and with a new battery, MoT exempt, tax free and Ulez exempt, in full working order and driven on a regular basis, runs great. 07825 368341, London

STAG



1976, 109500 miles, £12595, 1 owner since Aug 1996, hard/soft top, open top, been well maintained with some work done, bare metal respray, been waxoyled underneath, tax/Mot exempt. 07880 795572, Wootton

1500



1975, 62476 miles, £5500, Very good condition, fun & fabulous to drive, purchased my Spitfire in April 2015, super car, beautiful solid bodywork, passed its MoT with no advisories. 07838 835217, Preston

HERALD



1968, 50000 miles, £1000, Needs loads of bodywork but all mechanics are in good order, please call for more information. 07580 032571, Brimington

TR3A



1959, 76221 miles, £24000, Fully prepared competition, uprated engine, steel crank and rods, special exhaust, twin 48 DCOE Webers, alloy wheels, lots of history, roll cage. 01388 722570, Rushyford

TR4A



1966, 123456 miles, £18500, With overdrive, original matching number engine, repatriated to the UK early 2019, carpets need to be replaced, true mileage not known. 01452525079, Gloucester,

VITESSE



1967, 61700 miles, £12000, Non-molested, excellent runner, a head turner, beautiful classic, rare, it has all original parts, excellent interior/chassis, vast service file. 07917 148030, Edge End

2000



1973, 66850 miles, £3500, 5x alloy wheels (Stag type) in excellent condition and very good tyres, never been laid up or stored, always been on the road, used regularly, 3 previous keepers. 07443 935659, Threemilestone

TR6



1970, 84000 miles, £19500, 2 years of fun and restoration, body off rebuild in 1992, magnificent, total respray, refurbished seats, drives great, lots of receipts and photos going back 25 years. 07538 858477, Hemingford Grey

STAG



1972, 55000 miles, £14500, 3L V8 engine, very low mileage, been in same family since 1999, £10k spent on the body & paintwork, interior needs some TLC, new clutch & battery. 01382 580727, Pipedam

TR6



1974, 65500 miles, £16750, A genuine overdrive car rust free which starts easily, has great oil pressure and idles very smoothly in shiny French Blue. 07936 828901, Inverkeithing

STAG



1972, 130000 miles, £16000, Very original, 2 owners, fully restored in 1990, sensible upgrades and extras, beautiful, painted under body and protection, now MoT exempt. 07816 988814, Skipton

TR7



1981, 80203 miles, £1500, Tested to May 2020, fitted with Sprint engine and electric power steering, s/steel exhaust, new discs and pads, 15" alloy wheels, excellent hood/frame. 07745 253207, Doncaster

TVR



GRIFFITH 500

£23,995, One of the most iconic British Sports cars of its time, 2 owners since new, current owner since 1999, only 45818, finished in stunning blue coachwork, cream leather interior, blue mohair roof 01992 827157, 07711 630348, Essex

TAMORA



2003, 31600 miles, £26000, FSH and lots of documentation, leather interior, stunning example, much loved car but need garage space, new battery fitted in 2018, sports exhaust, MoT June 20. 07462 228156, York

VAUXHALL



CAVALIER

1995, 89000 miles, £1000, Limited Edition, 1 of 14 left on the road and decreasing by the day, not your usual project car, fantastic example, well loved classic, all handbooks, both keys, FH. 07837 192953, Atherton

GOLF GTI



2001, 91,208 miles, £1,000, No offers, Mk 4, 3-door, 1 previous owner, immaculate and original. New MoT, no warning lights, all books 07392 372297, Norfolk

VOLKSWAGEN



2005, 29000 miles, £7295, Super condition inside and out, is in fantastic condition, thousands spent on keeping it mint, stamped service book, 4 new Yokohamas, unmolested. 0770 223418, Gayton Wirral

GOLF



1999, £1,899, Electric windows, Power steering, power hood, 2 keys, remote central locking, ABS brakes, 16" BBS alloys, in black, the hood is in good condition, also heated back windows, fitted stereo 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

BEETLE



1970, £7450, Cal look Beetle, ground up rebuild, paintwork is still wonderful, drives well, lowered, Porsche seats & wheels, every day driver. 07939 226075, Rainham

BEETLE



1963, 87000 miles, £13800, Ruby red, genuine mileage, fitted with a number of rare accessories, fantastic condition throughout, viewings welcome. 07496 354199, North Carlton

1200



1985, 58000 miles, £4750, Very clean under the bonnet & inside, plenty of work recently done, passed latest MoT with no advisories, recent service, ready to go. 07400 324467, Sheffield

GOLF



1971, 40180 miles, £12000, Engine and interior genuine and in excellent condition, body needs minor work, full service history, MoT, dry car, comfortable, drives perfectly. 07931 371670, Great Missenden

BEETLE



1997, 80000 miles, £3250, Very original condition with low mileage, runs & drives like a GTI should, recent major service inc cambelt and brakes, long MoT. 07710 968292, Lancaster

GOLF



1958, 54000 miles, £15000, Working semaphore indicators, 6 volt, matching numbers, original floor pans & mats, lots of extras, slightly lowered, drive great. 07704 612615, Holbeach

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2000 LAND ROVER DISCOVERY 4.0 V8 GS 5 SEAT 5DR AUTO Automatic Estate 4x4, Petrol, 28/9/2000, Electric Windows, Power Steering, Sunroof, ABS Brakes, Tow Bar Fitted, Stereo And CD player, Air Conditioning, Alloy Wheels, Remote Central Locking, Comes With 2 Keys, Service History, Also Just Been Serviced At A Cost Of £623, This Vehicle Drives Very Well! £2,899



2005 LAMBRETTA SCOOTER 175cc 1963, 2 Stroke, Was 6 Volt - Now 12 Volt, Last Owner Rode Scooter For 40 Years, Owner Died So It Got Passed Onto His Son. Has Mirrors, Cream With White Wall Tyres, Original Badges, Tiger Tail, Was In A Film - Quadrophenia! All In Good Condition, Can Only Go Up In Value, Will Take Classic Car In Part Exchange £7,999



2005 BMW E46 330 CD SPORT DIESEL CONVERTIBLE, 6 speed gearbox, Superb service history. MOT Sapphire Black Metallic, with a black power hood which is in good condition. Full leather sports seats and drivers memory sport seat plus electric passenger seat. Both front seats are heated and there is a carbon look interior, upgraded stereo/cd. - Nice condition inside and out Powerful 4 seater convertible ready for the new owner to enjoy £4,999



2004 SAAB 9-3 2.0T AERO 2DR 83,000 miles showing and service history. Recently serviced with 4 new tyres fitted Sports aero body styling, larger alloy wheels, plus two tone leather seats. An exceptionally good looking car that runs and drives very well, and with a fully functioning electric roof. A good vehicle in every way and a very useable 4 seater sports convertible £2,999



BENTLEY CONTINENTAL GT 2 DOOR COUPE, 2004 AUTOMATIC Power steering, electric windows, remote central locking, alloy wheels, ABS brakes, stereo & CD, heated seats, air bag, air conditioning, cruise control, walnut wood, finished in blue/black, tan leather interior, service invoices, also lots of service bills, with mileage of 80,000 approx, will come with a new MoT on purchase ... £19,999



LAND ROVER RANGE ROVER SPORT TDV6 HSE 5DR AUTO V6 4X4 2007, In Black With Full Black Leather Seats, Automatic, Power Steering, Electric Seats, Electric Windows, Remote Central Locking With Two Keys, Parking Sensors, Air Conditioning, Air Bag, Alloy Wheels, ABS Brakes, Rear Head Rest £6,999



2007 MINI CONVERTIBLE 1.6 COOPER 2DR Power Hood, Leather Seats, Manual Gearbox, Power Steering, Remote Central Locking, Stereo And CD player, Electric Windows, Alloy Wheels, ABS Brakes, Rear Head Rest £2,499



1971 MORRIS MINOR 1098CC MOT 9/1/2020, 88,000 Miles, This Morris Minor Was Owned By The Vendors Husband Since 1991, He Restored The Vehicle As A Long Term Project As He Was A Panel Beater And Sprayer By Trade, Included In The History File Are Lots Of Invoices For Parts And Work Carried Out. Also Last Owner Purchased Vehicle In 1991, A Good History File Is Included From That Date Of Purchase, Drives Well £8,999



CHRYSLER 300 HEMI/C 2006, auto, power steering, factory sun roof, remote central locking, comes with 2 keys, stunning example in jet black metallic, all grey leather trim, electric seats, heated seats, cruise control, just serviced at 74,400 miles, absolutely beautiful £7,999



2004 MERCEDES-BENZ SL SERIES SL500 [7] 2dr Tip, Automatic, Convertible, Petrol, 70,000 Miles Approximately, Black, Stunning Car With Full Service History, Leather Interior, Keyless Entry And Start, Sat Nav, Front And Rear Parking Sensors, Heated Electric Front Seats, First To View Will Buy, ABS Braking, Alloy Wheels, Cruise Control, Sat Nav, Passenger Airbag, Drivers Airbag, Radio/Cassette Player, Alarm, Power Assisted Steering, Remote Central Locking, Spare Saver Wheel, Adjustable Steering, Heated Door Mirrors, 2 Keys £8,999



1986 JAGUAR XJS V12 HE AUTO With Genuine TWR Fitted Kit, TWR Steering Wheel, Finished In British Racing Green Over Silver With Full Service History At 43,000 Miles. Had 600 pounds Service at 42,000 Miles, now 47,000 £12,999



ROVER P4-100 1960 With only four former keepers from new is of course tax exempt. The car was acquired by a previous owner through another prestigious auction house years ago, Bonhams, and a photograph from that sale is in the history file. The car was well used and looked after and the 100,000 recorded mileage is believed correct. There are 28 old MOT's dating back to the mid 80's in the history file. New recon steering box, new water pump and recently serviced. This car dates from when the British motor industry was at its finest and Rover were a company leading the way in luxury cars for the man who couldn't afford a Rolls Royce. Finished in striking green over black this car is a wonderful opportunity to acquire a genuine piece of classic motoring class at a very affordable price. This vehicle has a good registration number £7,999



1964 MORRIS MINOR 1000 1098CC, 1964, Included In The History For This Morris Minor Is 14 Old MOT's, Handbook Plus Invoices, Work Includes 4 New Steel Wings, 4 Doors And Boot Lid, Alternator And Servo Fitted, New Carpet Set And Underfelt. Owned By The Previous Owner For 13 Years, Drives Well For Its Age, MOT 5/2/20 £4,999



2003 MERCEDES 200 SLK KOMPRESSOR CONVERTIBLE with a warranted 77,000 miles. Mercedes service history rare in that it has very nice paintwork, the roof works as it should, Clean and Tidy interior A very affordable modern classic convertible. Manual with Power Steering, Electric Windows, R/C/L ABS Brakes, Alloy Wheels, Stereo And CD player, Air Bag, Alarm, Electric Mirrors £3,999



BENTLEY ARNAGE RED LABEL 2002 MODEL Amethyst blue, interior, magnolia with dark blue piping, fitted sat nav, parking sensors, auto, power steering, electric seats/ windows, remote central locking, 2 keys, alloy wheels, ABS, stereo & CD, full leather interior, head rests all round, walnut wood dashboard, FSH, only 47,000 Miles, cherished number plate included £21,999



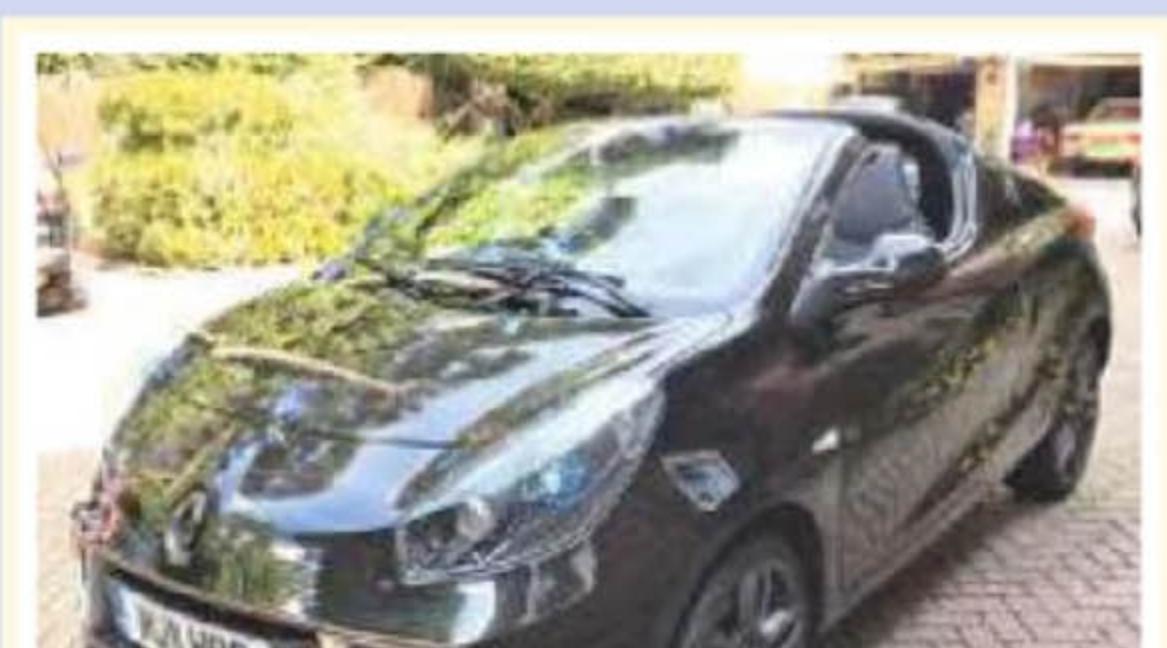
MORRIS 8 SE 918CC, 1948 52,000 Miles, The Vendor Bought This Morris From A Friend In The Morris Register In 2004 Who Had Owned The Car For Around 3 Years And Had The Engine Rebuilt. It Has Had Little Use In The Last 2 Years Hence The Reason For Sale. Included In The File Are Old MOT's From 2001, Workshop Manual Plus Some Invoices. These Post War Morris 8's Gained A Little More Power Than Their Pre War Cousins Plus, All Importantly, A 4 Speed Gearbox, Very Tidy And The Interior Has Great Patina £6,999



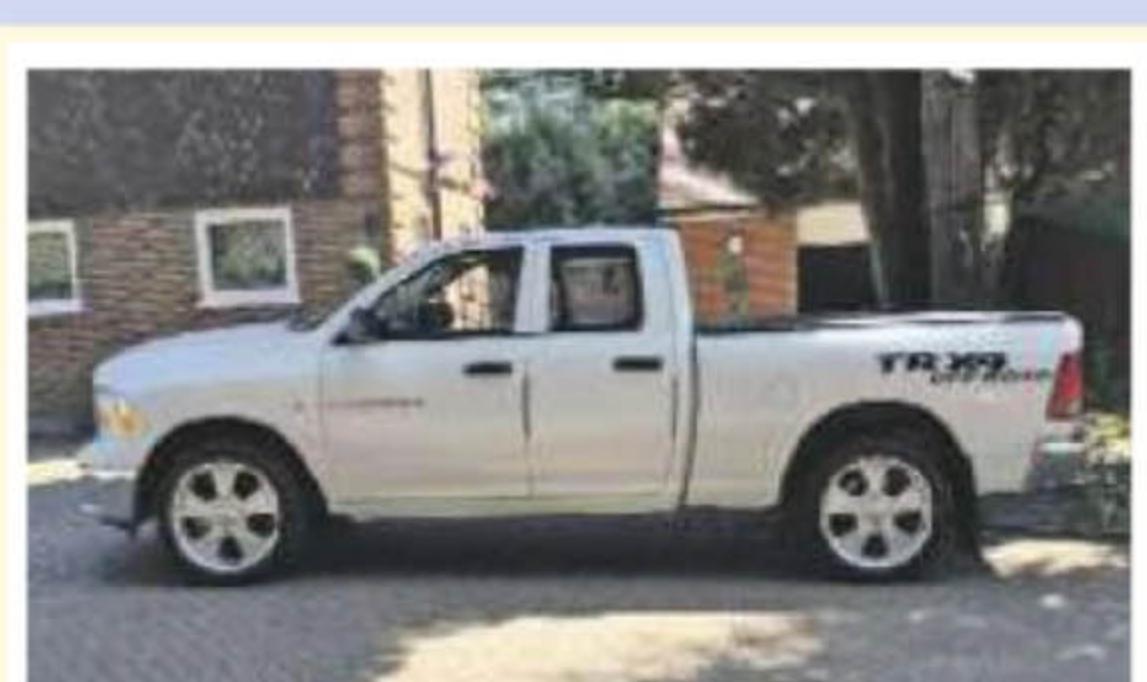
MAZDA MX5 2DR CONVERTIBLE, 2001 Model, British Racing Green, Black 1/2 Leather Interior, Manual Gearbox With Power Steering, E/ Windows, Alloy Wheels, ABS Brakes, Stereo, Fairly New Soft Top, Also Comes With A Soft Top Cover, Approximately 60,000 Miles, Lots Of Service Bills, Must Be Seen To Be Appreciated £2,899



1988 ALFA ROMEO 33 1.5 TI VELOCE 5DR This Alfa 33 has only covered 48k miles (warranted) with original service books. Factory fitted Zander body kit, nice alloys, e/c windows, central locking also has original Alfa radio cassette £4,999



RENAULT WING BLACK, 2011 Renault Wind 1.2 TCE GT Line 2dr Roadster Convertible, Petrol, 1100cc, Reg 2011, One Former Keeper, Low Miles, Finished In Black, Black Alloy Wheels, Manual Gearbox, Power Steering, Central Locking, approx. 30k miles £3,399



2012 DODGE RAM 1500 TR AUTO The TRX4 Off Road is trimmed like an SLT and comes with 4WD only, unique 17 inch aluminium wheels, P265 all-terrain tyres, limited slip differential, skid plates, special red painted shock absorbers, body colour grille surround, tow hooks and fog lamps £19,999



2008 MODEL HONDA STEPWAGON MPV One Former Keeper, Approximately 77,000 Miles Fitted With Automatic Power Steering, Also Electric Sliding Doors, Electric Windows, Sat Nav, 2 Keys, 8 Seater £5,999



MORRIS MINOR 948cc This Morris Minor Was Recommended After The Previous Owner Passed Away And It Spent A Short Time In Storage. This Included 4 New Wheel Cylinders, Water Pump And By Pass Hose, Nearsidie Genuine Front Wing, 4 New Tyres, New Front Windscreen Rubbers, Alternator Fitted. Also Some More New Parts Fitted, Drives Well For His Age, First Registered 29/12/1958, 89,000 Miles £5,499



1932 AUSTIN 10 4 DOOR Chassis number G1782, In Blue/Black, Dark Leather Trim, 4 speed, manual, restored over a number of years. Four doors, one former keeper £9,999



JAGUAR XJ SOVEREIGN TDV6 DIESEL 2.7, 2006, Automatic over Steering, E/Windows, Electric Rear Blind Parking Sensors, Electric Seats, R/C/L ABS Brakes, Stereo/CD player, Spare Unused, Alarm, Full Leather Seats, Cruise Control, Alloys Wheels, Comes With Private Plate, Heated Seats, FSH, At Only 33,000 Miles All Bills And All Books £6,999

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GOLF



2002, 42000 miles, £7500, Well cared for example of one of the best Mk4 Golfs ever made, clean, MoT till 31 July 2020, 2 previous owners, absolute joy to drive, service book, receipts. 07838 493002, Worthing

1200



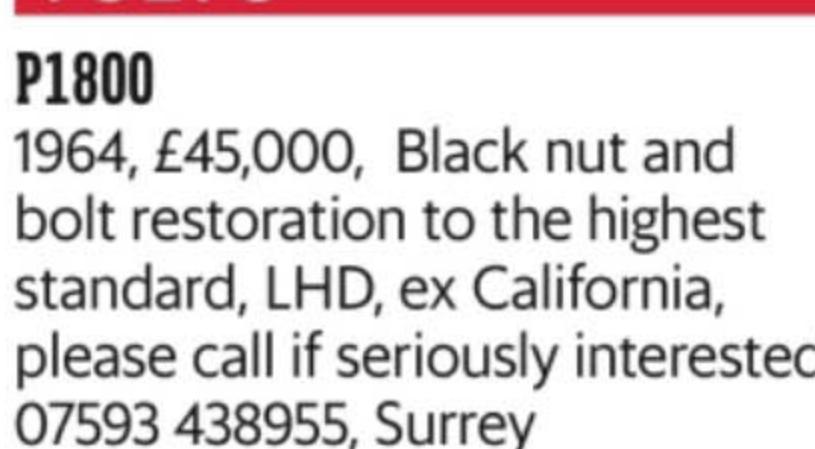
1965, 58495 miles, £10500, Original UK import, been resprayed in her original colour, front seats have been re-upholstered, rest of the interior is totally original, starts/runs beautifully, rare. 07976 717933, Exeter

BEETLE



1972, 86991 miles, £9950, Full restoration, 1300cc, please call for more information. 07841 714026, The common

VOLVO



1964, £45,000, Black nut and bolt restoration to the highest standard, LHD, ex California, please call if seriously interested 07593 438955, Surrey

164E



1973, 96,800 miles, £8,995, The six-cylinder luxury saloon from Volvo was launched at the Geneve Salon exactly 50 years ago, rare items include original fully working Volvo radio, original half moon shape spare fuel canister 01908 270672, 07889 805432, Bucks (T) www.classicmobilis.com



1969, 34796 miles, £30000, Been fully restored and as a result is a very original and stunning looking Volvo, everything works as it should. 07880 242324, Biggin Hill



1994, 136000 miles, £2000, 2 owners from new, top of the range at the time of manufacture, MoT Feb, only done 5 miles since the last one, SORN, sold with full MoT. 07976 545699, Norwich



1992, 128000 miles, £2000, Rare, 2 owner car, current owner since 1995, mechanically sound and currently in daily use, 10 months MoT left, recent work undertaken, new tyres. 01792 291102, Sketty

WOLSELEY



1960, £4,950, Has MoT, a good sound example showing 85000 miles 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

HORNET



1931, £29,950, Given a 'body off' restoration including the engine being stripped and rebuilt and much more besides, Rebuilt frame then re-skinned with aluminium 01794 390895, Hants/Wilts (T)

15/45 TOURER CONVERTIBLE



1927, 5,800 miles, £10,000, or best offer, imported from Belgium, kept dry in museum, garaged, never restored original condition, tax/MoT exempt, no rust, suitable for business/weddings, viewings available in Harlow, could deliver anywhere in UK, 07866 659677, Essex

S70



1997, 26000 miles, £4000, Excellent condition, super inside and out, please call for more information. 01724784881, Scunthorpe,

940



1992, 128000 miles, £2000, Rare, 2 owner car, current owner since 1995, mechanically sound and currently in daily use, 10 months MoT left, recent work undertaken, new tyres. 01792 291102, Sketty

AMAZON



1967, 33447 miles, £2500, Two sets of wheels and tyres, new disc and brake lines, does run but has a bit of work, welding, electrics and interior, please call for more information. 07834 552017, East Preston

440



1989, 23500 miles, £1995, One owner from new very low miles 07894 091315, Plymouth

C70



2000, 64500 miles, £2000, 2.4 non turbo manual (rare), 3 owners, myself for the past 19 years, very very good condition for a 19 year old car, dealer service history. 01269 845195, Llanelli

1800S



1969, 34796 miles, £30000, Been fully restored and as a result is a very original and stunning looking Volvo, everything works as it should. 07880 242324, Biggin Hill

C70



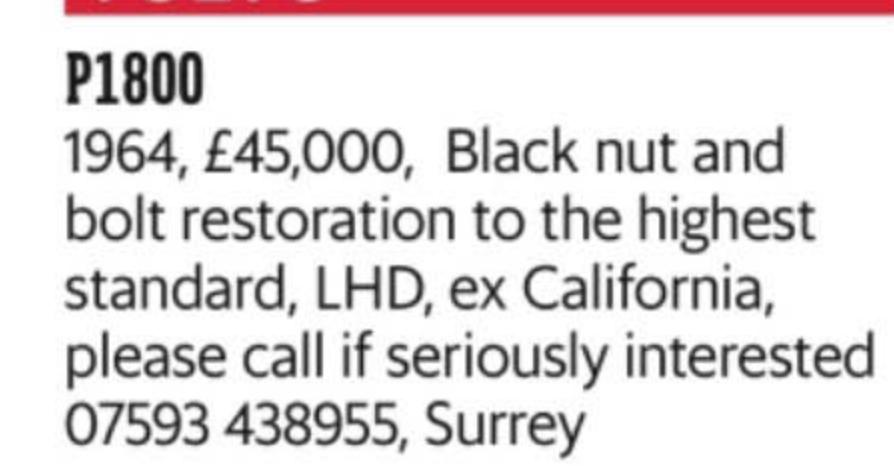
1994, 136000 miles, £2000, 2 owners from new, top of the range at the time of manufacture, MoT Feb, only done 5 miles since the last one, SORN, sold with full MoT. 07976 545699, Norwich

C70



1998, 107700 miles, £1200, A nice example, externally and internally is very good, drives very well, fantastic performance, feels very solid on the road, 2 keys, MoT until 19 Dec 2020. 07980 750644, Wirksworth

GP BEACH BUGGY MK2 LWB



1972, £896, rolling project, 1500cc, swing axle, drum brakes, shell/bonnet (uncut bonnet/shell in faded gel coat), lights, rollbar, big wheels and tyres, etc. Can deliver anywhere mainland UK, 07855 542195, Lancs

BEDFORD CA DEBONAIR



1967, 58,000 miles, £4,000, or best offer, First custom built motorhomes. Was used in a Monsoon Ad also as a live-in vehicle, mobile joke shop and most recently a mobile bar. Shop to rear, bed-sit at front. Needs TLC. Desirable no. plate - VAN 07564 130158, Brighton

BEDFORD RASCAL BAMBI CARAVAN



1980, £1,895, fully rebuilt and very competitive in classic trials. All off-road and safe. Good fun and keeps you fit. 01376 343559, Essex

BEDFORD METRO VAN



1985, 45,000 miles, £2,000, Pale green, manual, ex Southern electricity board van, in need of some attention, several spares included, well worth project 01482 641166, 07939 885659, East Yorkshire

METRO CAB TAXI

2000, 205,598 miles, £1,500, Auto, 7 seater, 100% reliable, tested, 11 months MoT no advisories, good remarks from MoT examiner new, chassis etc, thousands spent in past years, you won't find better, please call 01522 538397, Lincolnshire

JAMES COMET

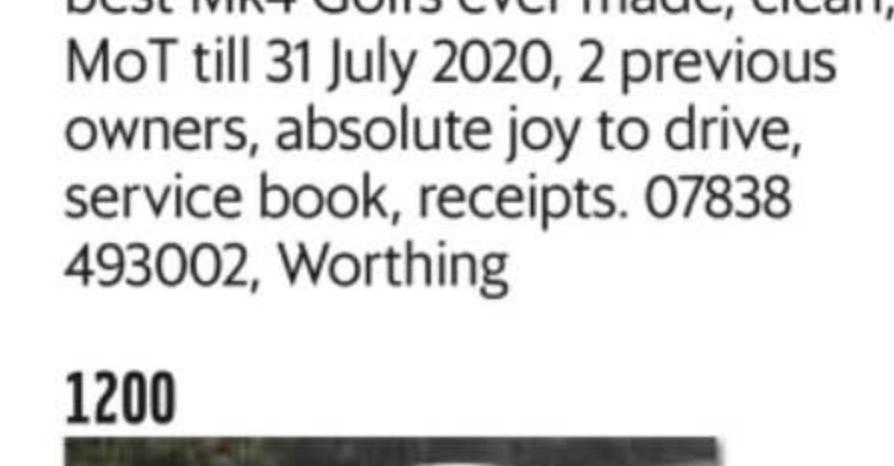
1952, 2,000 miles, £2,250, original and rebuilt with matching nos and original 1952 reg. With V5C, old log book and handbook. Girder forks, rigid frame and single seat. 01376 343559, Essex

NSU QUICKLY MOPED



£695, 49cc, over 60 years old, for restoration, complete and tax exempt.. 01692 500988, Norfolk

SUZUKI GT 185



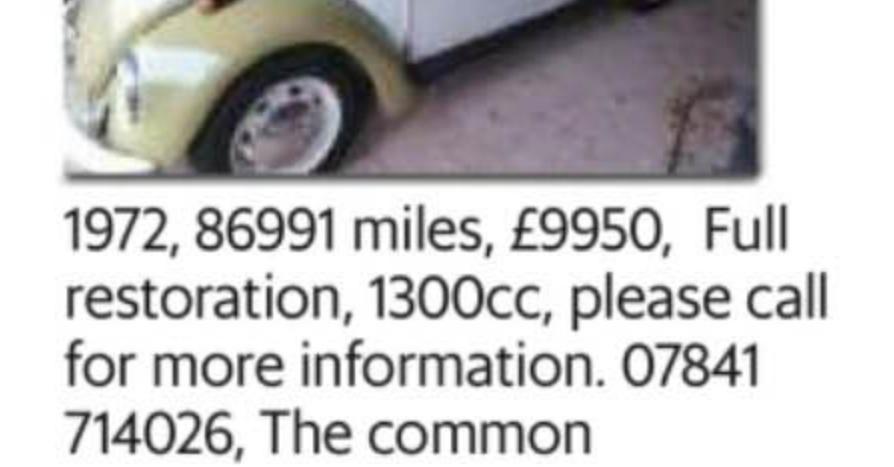
1974, £1,000, Red. Bike stripped for rebuild engine in boxes. Frame + wheels sprayed 90%. No time due to other projects. Buyer collects. 07342 788120, West Midlands

TRIUMPH X TYPE SPORT



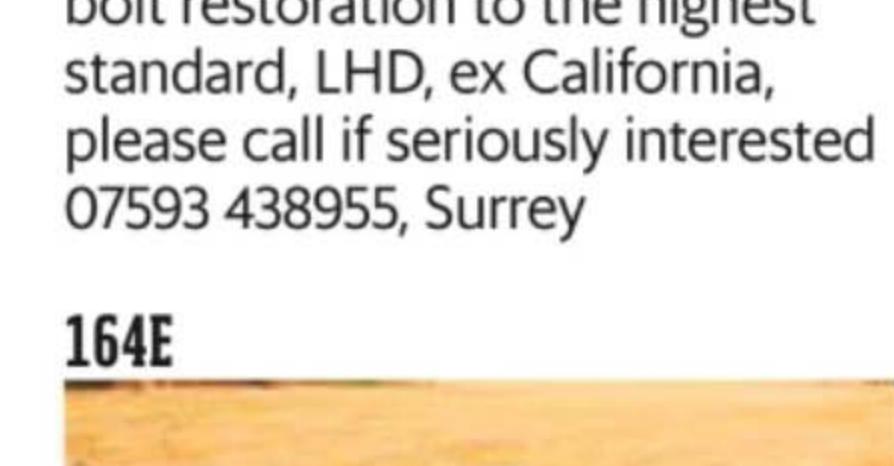
2003, 94,000 miles, Open to offers, Manual, grey, 2 owners, 1st owner Gatwick Jaguar, I have owned since 2006, FSH, history file inc all MoTs, good tyres all round, very good condition for age, flow control valve failed so non runner 07875 166372, South Wales

MISCELLANEOUS



1967, £400, Manual, complete car, V5 document, non-runner, early wheels, SU carbs, chrome bumpers, leather seats, alloy bonnet, suitable for spares 01270 216024, Cheshire

MORRIS 1000 TRAVELLER



1963, £5,350, ovno, matching nos runs been stood. 07847 480299, 0161 4274625, Cheshire

SUN 175CC MOTORBIKE RESTORATION



£850, No docs or V5C, collection only, spares or repairs, please call for more information 07719 020463, North Wales

TRIUMPH GT6 MK3



1973, 98,906 miles, £1,800, ovno, In need of a full nut and bolt restoration. Engine turns by hand. Garaged since 1985. Heritage certificate available. 07796 447220, Cornwall

TRIUMPH VITESSE MK2



1970, £3,000, For restoration, does run, minor welding to tub, fibre glass bonnet, stainless exhaust, GT6 wheels, please call evenings 01707 873042, Hertfordshire

AUSTIN MINI MAYFAIR

1986, £500, Met blue, manual, for restoration or parts, needs some welding and paint, does run, phone evenings 01707 873042, Hertfordshire

AUSTIN VANDEN PLAS PRINCESS

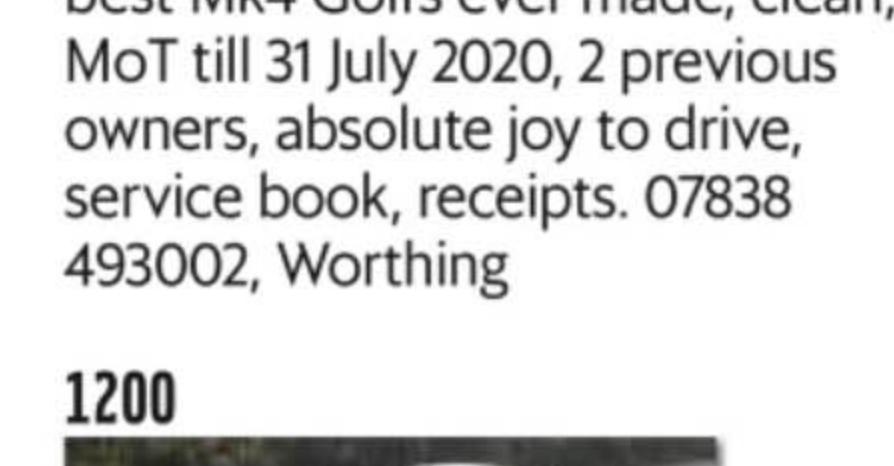
1966, 79,626 miles, £4,950, ovno, Austin Vanden Plas Limo, 8 seats, glass partition. Long MoT, on the button, much mechanical work carried out recently, requires paintwork. No time wasters please. More photos available. 07768 981999, Surrey

VOLKSWAGEN GOLF DRIVER



1992, 92,338 miles, £1,200, Open to offers, MK 2 Golf Automatic, 1.8, 5 door hatchback, Electric windows, p/s, c/l, factory s/ roof/VW alloys/remote alarm/solid bodywork/clean interior/CD/radio. SORN, no MoT, easy project, drive away. 07786 301887, 07786 07786 301887, Kent

CLASSIC CARS FOR SALE



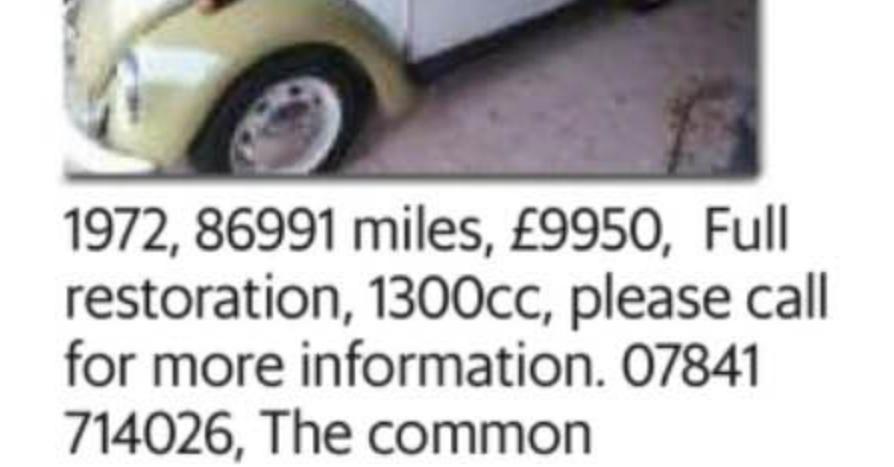
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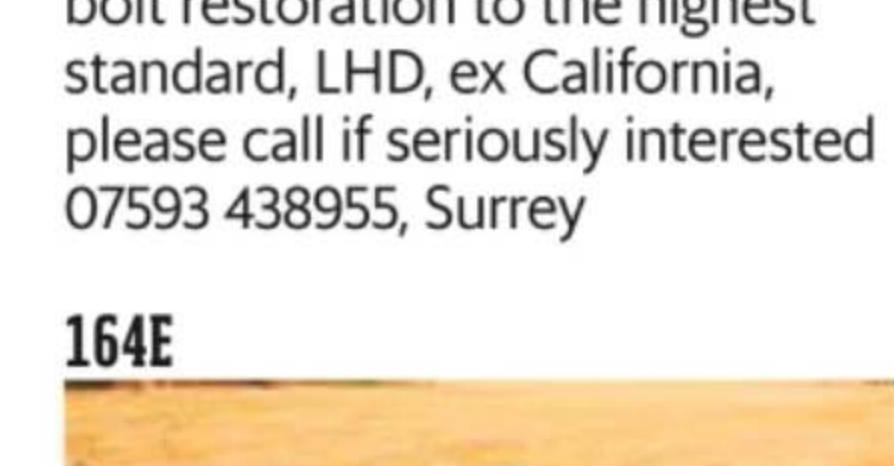
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NEW OPENING HOURS

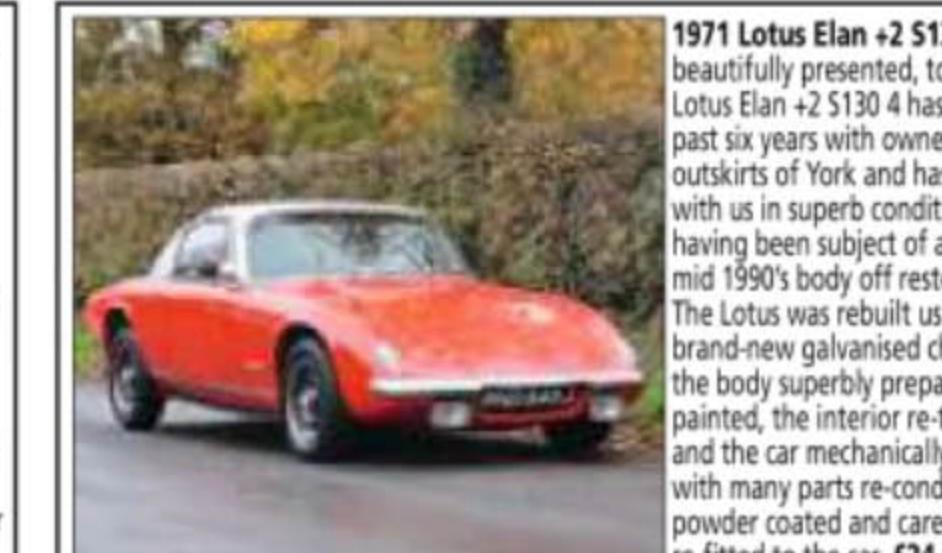
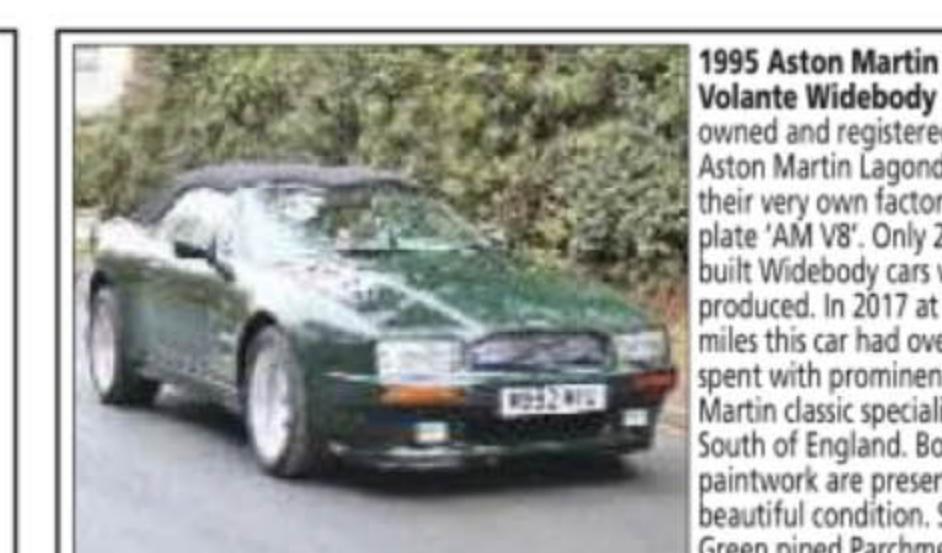
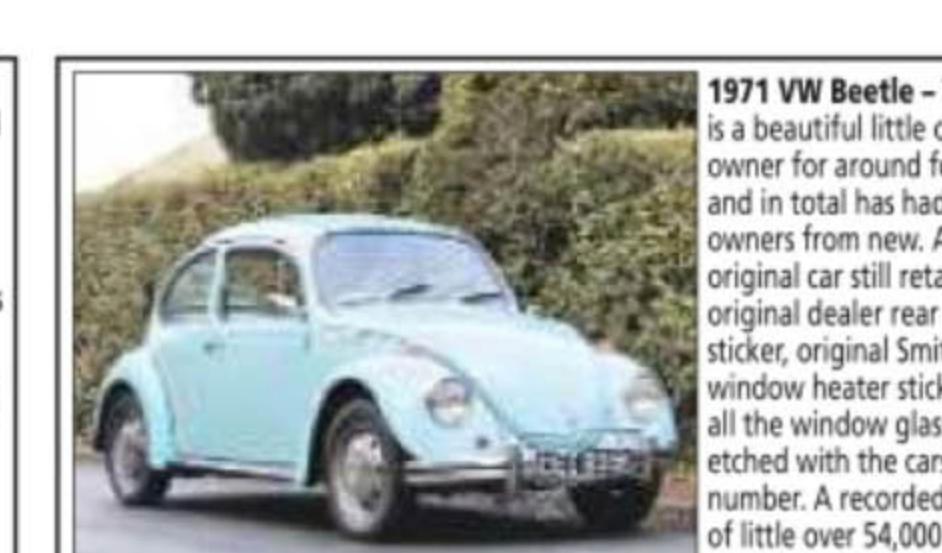
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 <p>1995 Jaguar XJS Celebration Convertible - 70,000 miles from new. Original bill of sale, all its original manuals, service book and leather Jaguar etc. This is a wonderful clean example and is in exceptional condition throughout having been superbly maintained right throughout its life. £29,995</p>	 <p>1971 Triumph Stag MK1 Manual Overdrive - Subject of a major restoration in the last 12 months that included new body panels and various body repairs to place the car in first class condition. Immediately after restoration the Triumph was in relatively regular use and covered in the region of 15,000 miles up to 2005. Within the past 12 months it has had a further £10,000 spent on further improvements. £22,995</p>	 <p>1970 Triumph 2000 - This is a wonderful, top quality original, low mileage (65,000 miles) 2000. A very nice car with a huge level of provenance. Cars like this are difficult to find, this is remarkably original and in beautiful throughout. Purchased new by an RAF pilot who walked into Triumph Distributors Julians of Reading and bought the car as a present. Finished in Laurel Green with Tan vinyl trim. £11,995</p>	 <p>1966 Rover P5 3 Litre Saloon - This incredibly original, lovely Rover car has driven all the way from the Scottish Borders, arriving to us with Yorkshire with 99,000 genuine miles. Still in its original specification, retains its original leather and stunning Red leather upholstery. This is a real time warp, a fantastic 1960's family saloon that's capable of 40mpg. A truly wonderful, super original 3 litre engine. £14,995</p>	 <p>1978 Porsche 911 SC - This is a matching numbers left hand drive, non-sunroof very early example. Shipped to Japan and by the chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK. The car is fitted with a light beige interior in black. The car is completely standard, with the exception of a set of stainless steel 555 which make a real difference. £52,995</p>	 <p>1938 Lancia Aprilia - The Lancia comes with a comprehensive history file dating back to 1938. Between 2008 and 2010 in the region of £20,000 was spent to include almost £15,000 with Omicron Classics. The engine has been completely rebuilt with the bottom end being re-white metalled, a new set of liners were machined, pistons were re-machined, the crankshaft was balanced, the end float set and the engine completely rebuilt. £39,995</p>
 <p>1950 Land Rover Series I 80' Lights behind Grill. This lights behind the grille Series One Land Rover is simply superb. This is one of the very best we have come across. The Land Rover comes with an impressive history file that contains some photos from the early restoration that was completed in 1990 and the Series One stayed with its owner for 19 years, selling it in 2007. On the road this vehicle is truly exceptional. £39,995</p>	 <p>1949 Bentley MKVI Standard Steel Saloon. Beautifully presented. Subject of a bare metal, extensive restoration. The Bentley comes with thousands of pounds worth of invoices for the recent work carried out by BREC (bodywork and chassis), body kit and retains its original chassis and engine confirming this is a matching numbers car. £39,995</p>	 <p>1955 Triumph TR2 - We are delighted to offer this exceptional car onto market having spent the past 12 months with one of our Nottinghamshire based long term restorers. This is an opportunity to purchase a classic, fully rebuilt TR2 that has covered in the region of 1500 miles since a complete nut and bolt restoration in 2014. There is no doubt this TR has show winning potential and also boasts huge provenance being a genuine car with matching numbers. £42,995</p>	 <p>1971 Lotus Elan +2 S10 4 - This is a beautifully presented, top class Lotus Elan +2 S10 4 has spent the past six years with owners on the outside of the UK. The car has arrived with us in superb condition, having been subject of a major mid 1990's body restoration. The Lotus was rebuilt using a brand new chassis and body, the body superbly prepared and painted, the interior re-trimmed and the mechanical rebuilt with many parts re-conditioned, powder coated and carefully re-fitted to the car. £24,995</p>	 <p>1960 Jaguar XK150 3.4 SE FHC - This is a truly exceptional, top class example that could grace any collection. 379 UVX is in show class condition, an ideal collector's vehicle that will also be thoroughly enjoyed on the road. This stunning XK150 offers impressive provenance being a matching numbers car with original FHC. The body is superbly prepared and painted, the mechanical rebuilt with many parts re-conditioned, powder coated and carefully re-fitted to the car. £98,995</p>	 <p>1957 Jaguar XK150 3.4 FHC - This exceptional example finished in Carmine Red with Black trim and was manufactured on the 1st October 1957. Still in its original colour combination, the engine has been completely rebuilt with a lovely note, holding excellent oil pressure. The body is superb through the years with little loss of power. The gearbox is not smooth, gear changes are slick and the overdrive comes in and out nicely. The XK holds the road well, handling is excellent and the brakes are sharp and efficient. £39,995</p>
 <p>1966 Ford Mustang 289 V8 Coupe - This is not the typical average Ford Mustang 289 V8 Coupe we see in the UK market. This is a very correct, original car with provenance, exceptional history back to 1966 and a genuine 65,000 miles. Supplied new by Fred Lazerte Inc on the 21st April 1966 to Fulvio Garoli, a US Navy veteran living in San Francisco. The car has spent 33 years in the USA, changing hands just once in the USA, changing hands just once in the USA. The original Ford Mustang service book is with the car. £23,995</p>	 <p>1955 Chevrolet Corvette C1 - 238 V8 - This is a very correct, original car with provenance, exceptional history back to 1955 and a genuine 65,000 miles. Supplied new by Fred Lazerte Inc on the 21st April 1955 to Fulvio Garoli, a US Navy veteran living in San Francisco. The car has spent 33 years in the USA, changing hands just once in the USA. The original Ford Mustang service book is with the car. £23,995</p>	 <p>1968 Jaguar E-Type Series 1 4.2 Roadster - This is a superb driving, ultra-usable and very genuine UK supplied, matching numbers Jag. The body is in excellent condition, the car is structurally superb, and the body presents beautifully with a lovely standard of paintwork and chrome. Both hard top and soft top are in very good order and a genuine UK supplied example. This really is a great buy. The exterior and interior are in excellent provenance, history, matching numbers and is offered onto the market at a very sensible price. £89,995</p>	 <p>1968 Aston Martin Virage Volante - First owned and registered by Aston Martin Lagonda Ltd with their very own factory display plate, LM V8. Only 26 miles from new. The original bodywork and interior were produced in 2017 at 229,12 miles this car has over 10,000 miles from new. The Daimler comes with its original service book, owners service book, early 1968 UK MoT and 1965 tax disc. 'Running in booklet' and Heritage certificate confirming the car is in original specification with matching numbers. £23,995</p>	 <p>1965 Daimler 250 V8 Saloon - This low mileage, low ownership and very original Daimler V8 2.5 Litre Saloon was manufactured on the 11th October 1965. The Daimler was registered on 1st November 1965 and delivered new on the 23rd March 1966. This comes with an exceptional history back to new. The Daimler comes with its original service book, owners service book, early 1968 UK MoT and 1965 tax disc. 'Running in booklet' and Heritage certificate confirming the car is in original specification with matching numbers. £23,995</p>	 <p>1968 Lotus Esprit Turbo - This low mileage, largely original Lotus Esprit Turbo is a very significant car. C597 XSC is the 1968 Motor Show car, fitted with a dated contrasting paintwork and Show car with leather interior. The car has a recently featured on the front cover of a recently published book on the Lotus Esprit. In 2017 the car was reconditioned by The Lotus Shop. The car's exterior was stripped and ultrasonically cleaned and rebuilt with genuine Dellorto carbs and the wheels fully re-furbished. £34,995</p>
 <p>1960 Austin Healey 3000 MKI - Finished in its original colour of Ivory White and Black upholstery. The car has been fully restored with new chrome, chrome wheels and factory works top. A full overhaul was carried out to include rebuilding and upgrading the braking system, updated brake callipers, new front and rear shock absorbers, new cylinder, copper pipe pipes, new handbrake cable, rear wheel cylinder, new handbrake and further mechanical work included a new handbrake assembly, aluminium fuel tank, new front and rear bumpers, new exhaust system, rebuilt steering box, rebuilt king pins, new top trunnion bearings and anti roll bar bushes. £52,995</p>	 <p>1960 AC Aceca - A beautifully presented car with a record breaking mileage, believed genuine of just 29,000 miles. With a superb traceable history and presented in such a high standard. We know this is a very sought after car. The AC presents superbly with its original first-class aluminium body finished in the original colour of Blue. This is a true collector's piece, a rare iconic car £139,995</p>	 <p>1969 MGA 1600 Coupe - Between 2002 and 2008 this car was treated to a full restoration and was carried out to a very high standard. The body was taken off the chassis, the chassis completely rebuilt and the body re-fitted. The engine was stripped and rebuilt, the engine converted to run on unleaded, dynamo overhauled, the differential treated to new seals, brakes and suspension overhauled, various reconditioned, new brightwork, trim work and a new set of tyres fitted to the car. £27,995</p>	 <p>1971 VW Beetle - This is a beautiful little car. One owner from new, having been driven for forty years and in total has had just five owners from new. A very original car still retains its original dealer rear window sticker, original Smiths rear window heater sticker and all original parts still attached with the cars original number. A recorded mileage of little over 54,000 and from the originality, we believe this to be genuine. £5,995</p>	 <p>1950 MG TD - 1932 HL started life in South Africa, an original right hand drive car that came over to the UK in 1981. Worked on in the UK, the car was used between 1996 and 2003, it was then laid up the road until selling to the most recent owner in Scotland in early 2019. The car was purchased as a complete project and now has a full professional re-paint and carefully built back up. The TD was completely stripped, cleaned and now repainted, the TD, as was brightwork. It has an exceptional straight body and underside. £22,995</p>	 <p>1978 Aston Martin V8 Series III Specification - We are delighted to offer this very original and well presented V8 Series III. The car has been fully restored with its original later and desirable 5 speed engine. WYS 3565 was built on the 14th April 1978, supplied by County Motor Garage (Johnstone) Ltd, registered on the 18th April 1978 and first MoT on the 19th April 1978. The car was purchased in 1991 and was then sold to its current owner in 2018. The car has been repainted in its original colour of V8 Green. This is a fully matching numbers car. Invoices from the 1980's to present day total in the region of £200,000. The car has had a complete interior and exterior respray, the bodywork to include new sill and floor pans, and full strip down and complete re-paint in 2018/2019. £10,995</p>

NO APPOINTMENT NECESSARY

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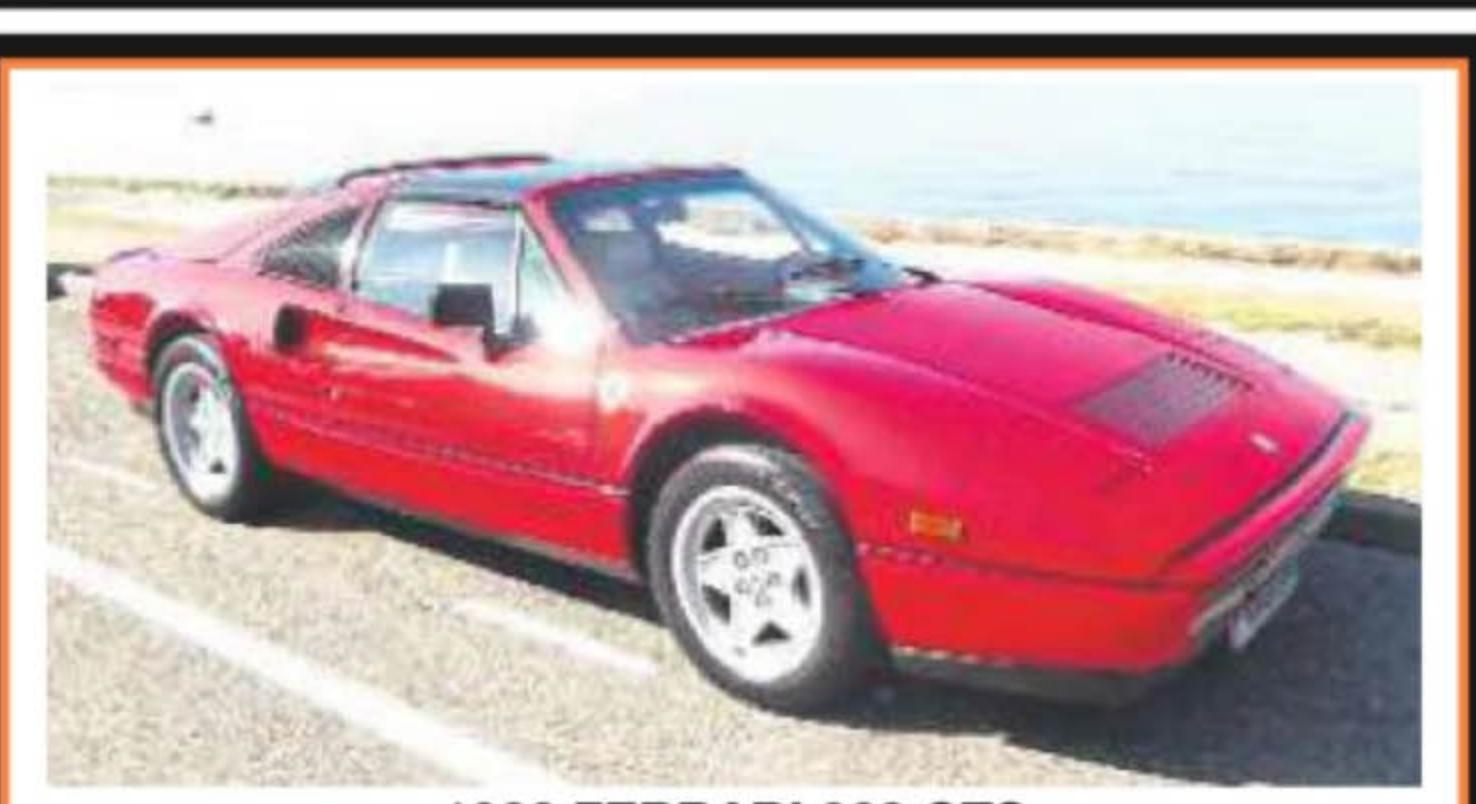
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 <p>1960 Austin Healey Frogeye Sprite in red, fully rebuilt excellent condition throughout £16,995</p>	 <p>1955 Commer Delivery Express Van in green with red leather, 31000 miles from new, excellent condition £12,995</p>	 <p>1952 Jaguar XK120 Roadster LHD, full resto in 1993, 7000 miles, believed to be ex famous owner £104,995</p>	 <p>1963 Austin Healey 3000 in red with tan trim, excellent condition £59,995</p>
 <p>1974 MG BGT finished in vermillion red with black trim, overdrive and chrome bumpers, good cond 87000 miles £8,995</p>	 <p>1952 MGTD Sports in red, g/up resto with photo record to near concours condition £27,995</p>	 <p>2013(63) Morgan Roadster Evocation (Hawke) white with black trim and s/screens, 1300 miles, ex cond £15,995</p>	 <p>Box Trailer near new, roller door, 4 wheels, excellent condition £2,500</p>
 <p>1988 Ferrari 328 GTS just in excellent condition a real icon £59,995</p>	 <p>2013 Nissan Navara Outlaw DCI V6 3.0 AUTO PICK UP CREW CAB 5 seater white, full black leather, towbar etc 26000 miles, ex cond £13,995</p>	 <p>1956 Jaguar XK140SE Fixed Head Coupe hard top, olde English white, red leather trim vgc excellent history file £79,995</p>	 <p>1973 VW Beetle 1300 silver with black trim, 7000 miles, excellent restored condition £11,995</p>

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LITERATURE

Lancia Stratos super profile road tests rally homologation nice hardback book £8. Collector's guides classic Jaguar saloons by Chris Harvey and the XJ Series Jaguars by Paul Skiletter £8 07717 52304, Hampshire

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£85, Ferrari, Rolls Royce, Porsche, Jaguar, Mercedes, Lamborghini, petrol cans, price quoted is for each can collection only 07475 371446, 07475 371446, Lancashire

PETROL CAN 1940S

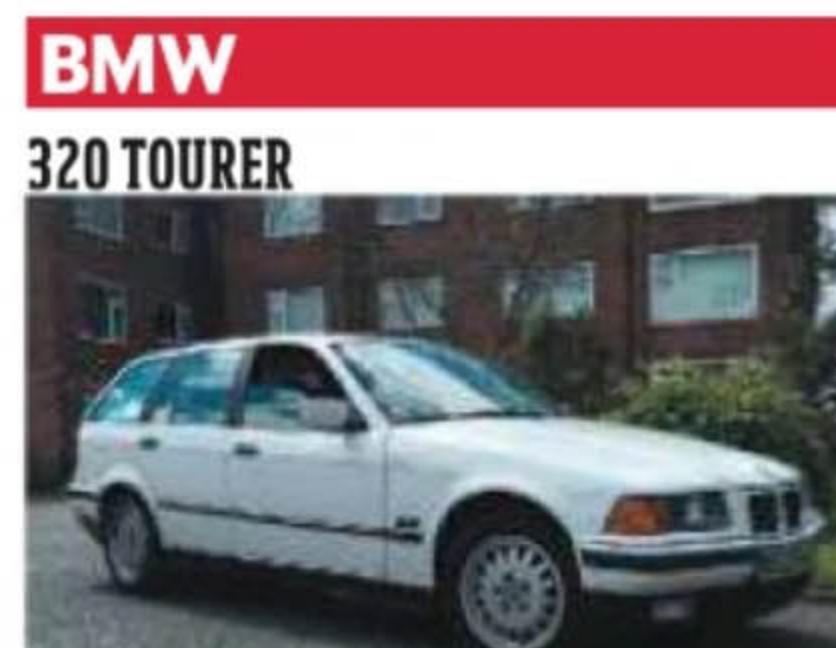
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75 CDTI CONNOISSEUR SE



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VAUXHALL

Astra Belmont CDI



1990, £400, or best offer, Original CD spec including alloy wheels and pearl red paint. 1800 petrol injected engine with 5 speed overdrive box. Light grey velour interior. Was very reliable, no MoT, needs bodywork. 01406 330587, South Lincolnshire

ASTRA

1997, 137661 miles, £375



Good condition, full service history, 3 owners, MoT expires 22nd May 2020, alloy wheels, 1 fault-heater fan not working, future classic. 07342 802375, Holmer Green

CITROËN

SAXO 1.1 DIESEL

2002, 105,000 miles, £750, Metallic red, manual, MoT May 2020, several recently replaced parts 01379 674726, Norfolk

SAXO



2001, 105,000 miles, £200, ono, A good first car or future classic. SORN since 2018 after failing MoT for emissions and needs new battery. 1 previous owner. Selling because of house move. Sold as seen. Collection only. 07885 239317, Hertfordshire

FORD

ESCORT

1983, 76200 miles, £685, I have owned this car since 2006, condition of car is average for year, interior could do with a clean, dash has usual cracks, headlining is perfect. 07790 088067, London

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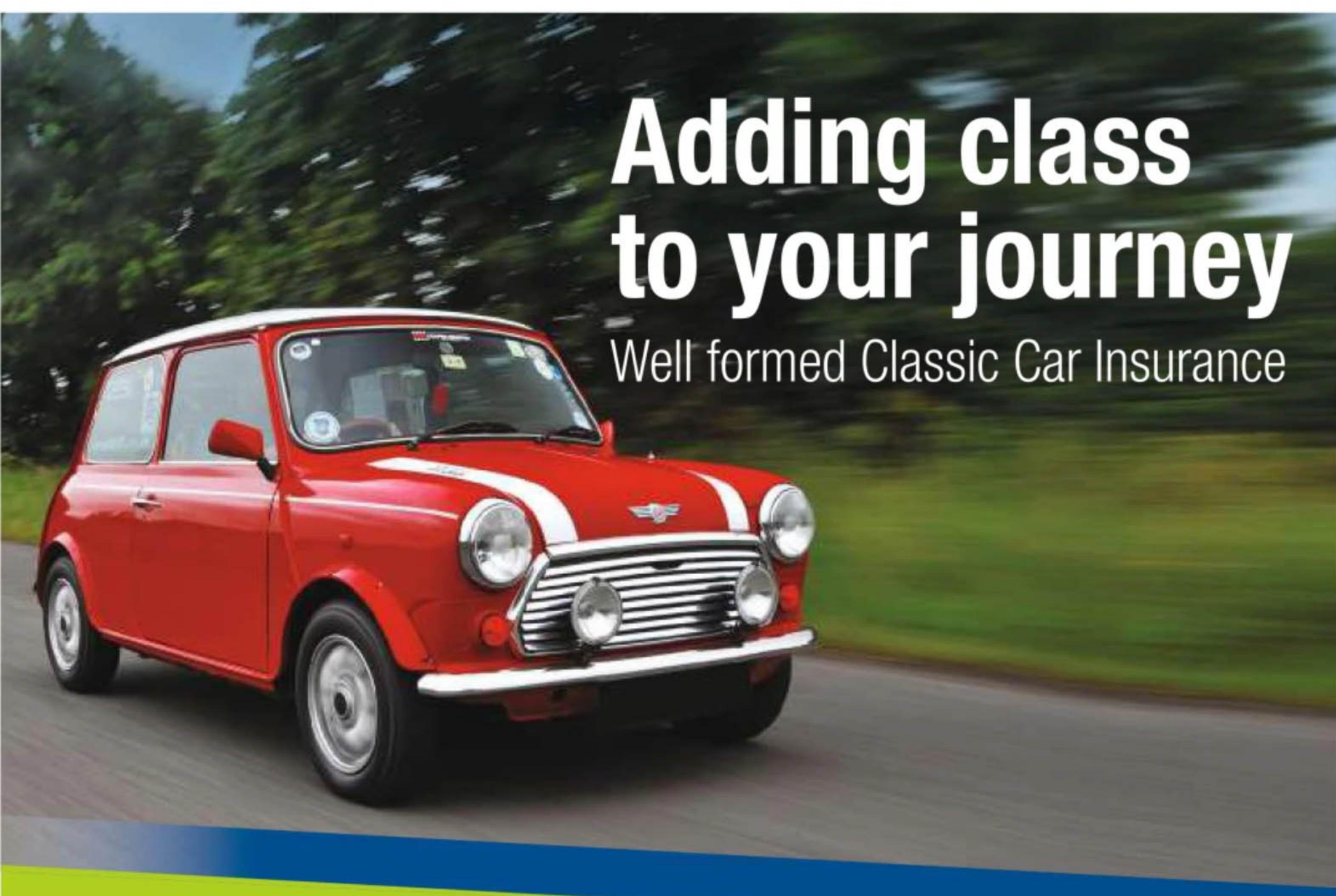
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£60, ono, comes with clamps 07547 152301, Northamptonshire

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£50, Plus P&P, borg beck clutch for zodiac zephyr6 mk111 new boxed 01803 812932, 07842 960124, S Devon

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£10, Including P&P, This hinged screw fitting petrol or oil cap fits old bikes such as Norton/Rudge. It's chrome finished, Essex

E-TYPE FRONT



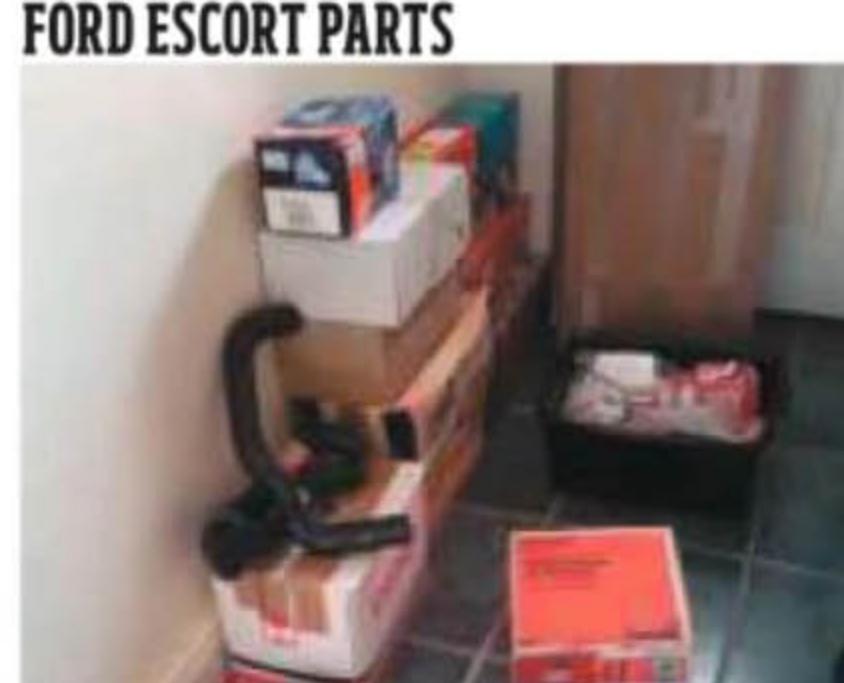
£75, Open to offers, E-type front end, very rusty, ideal wall art or possible salvage for parts. What you see is what you get. 01473 620394, 01473 620394, Suffolk

FORD CORTINA REAR LIGHTS



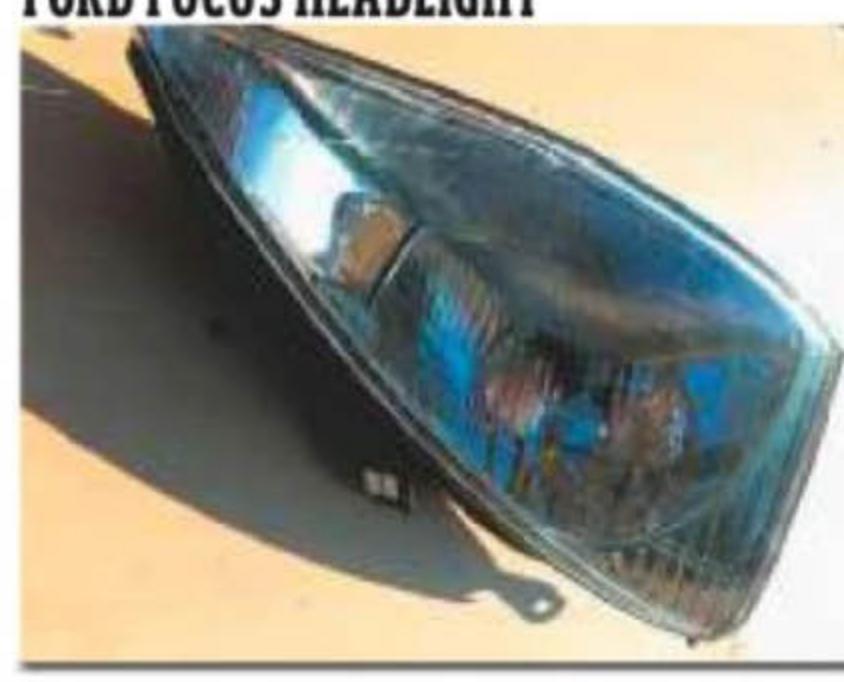
£45, ono, in good useable condition will post 07770 837133, Staffordshire

FORD ESCORT PARTS



£250, MK4, new old stock, 117cc/1300cc HCS cylinder head, radiator, shock absorbers, springs, fuel pump, head lamp, wheel bearings, brake drums, water pump, ignition switch, hoses, wing mirror, plus others 01395 224650, 07727 461419, Devon

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MK1, driver's side head light, VGC £15 + a blower motor £13. Please call 07767 400602, London

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New clutch cables, clearing garage so ideally call for item list, radios, equalizer, Capri radiator, wheels, Escort MK2 camshaft, switches etc 07767 400602, London

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Owner retiring, garage clearance, please call for more information 07376 730339, Cheshire

HEALEY 3000 GRILLE

£300, 1963 07593 438955, Surrey

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£50, 1961, 1600cc 3C model engine parts, cylinder head, engine block sump manifold £50 01562 730215, West Midlands

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JAGUAR 3.8 MK2 REBUILT UNLEADED ENGINE



£750, ono, Powermax, pistons, all new, internals bronze guides, polished alloy, matching ancillaries, high compression + oil pressure, by Jag specialists, sprayed/balanced, runs, tuned to fit, online video 07840 400569, Bristol

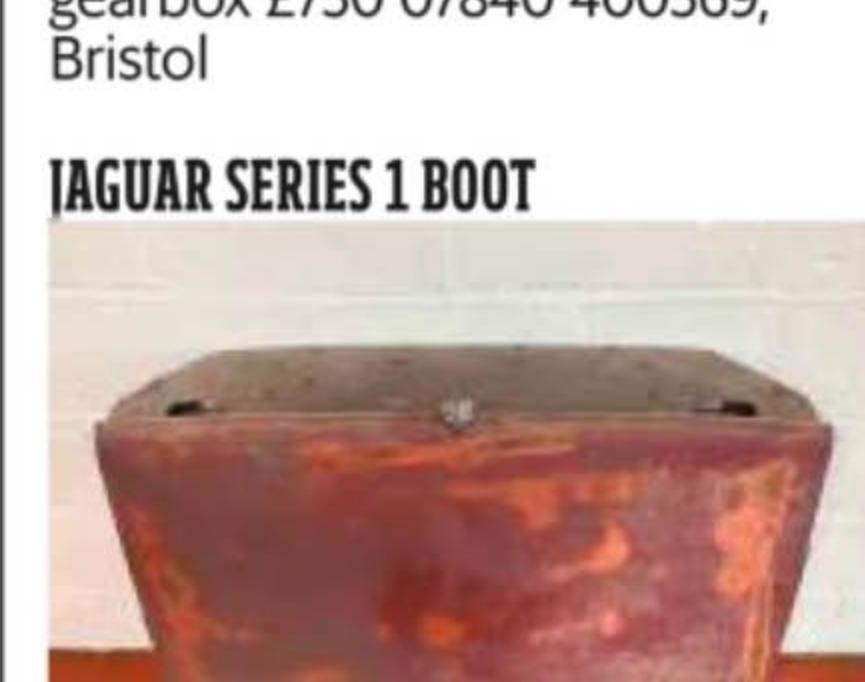
JAGUAR COMPLETE ENGINE

4.2, series 1 XJ6, 1970, never machined, still turns, fires, £600. Matching 'twin' carbs & manifolds £150. Needs a flywheel & top, timing cover. Matching V5c, history, overdrive/manual gearbox £750 07840 400569, Bristol

JAGUAR GRANADA/CONSUL FRONT BONNET CHROME STRIP

£75, ono, Not Ghia, good condition 07814 153221, Lancs

JAGUAR SERIES 1 BOOT



£50, Open to offers, Series 1 XJ6 bootlid in good condition light corrosion but overall good condition for age. 01473 620394, Suffolk

JAGUAR/DAIMLER PARTS



Grilles for Series 1/2/3/XJ6 Daimler, 2 types, perfect, £75 each. Plus very rare series 1 & Jaguar XJ6 spares available, lots more please call 07840 400569, Bristol

LAND ROVER DISCOVERY TDI

Diesel E.S. Cylinder head & turbo, complete & perfect, to bolt on etc, no damage £250. Grey leather 7 seat trim available, all perfect, small repair in driver's piping only £400 ono 07840 400569, Bristol

LAND ROVER SERIES 1 AND 2 WHEELS



£45, A new never used tyre but a few years old, it still has the manufacturing moulding flashing etc. Very suitable for a concours car as in perfect condition. For sale at a fraction of the new cost 07446 881808, Nottingham

LAND ROVER SERIES 2/3 ORIGINAL REAR LIGHT QUARTER CAPPING ETC

Series 2/3 original rear light quarter capping £25. Air cleaner mounting/battery bracket £25. Headlamp shrouds £20 pair. Throttle pedal/link rod £15. Defender fibreglass radiator cover £10. Hand brake lever £10 07968 048762, Worcestershire

LUCAS CHROME REVERSING LIGHT



£15, No offers, Lucas (1960s) solid metal chrome reversing light, 12 volt made in England, in working order, good lens, no chips/cracks, chrome not mint complete with fixing bracket, use as is or restore. P&P £4.45. 07786 301887, 07786 301887, Kent

MARINA MK1 BONNET

£50, Plus P&P, No rust or dents, please call or arrangment 01636 822042, Nottinghamshire

MARK ONE GRANADA/CONSUL FRONT BONNET CHROME STRIP

£75, ono, Not Ghia, good condition 07814 153221, Lancs

MAZDA MX5 HARD TOP

£300, ono, MK2, light blue with hard top. 07894 092194, Essex

MG METRO PARTS 1300

£300, Big valve. Complete. Cylinder head, built up, perfect, including original factory inlet & exhaust manifolds & Rover big SU carburetor & heat shield, low miles perfect all Rover original items 07840 400569, Bristol

MGB NEW INDICATOR/SIDE LIGHT 'BULLET' MIRROR/MGZR REAR BUMPER

MGB new front indicator & side light lenses with chrome ring £15. Spare ring £5. New 'Bullet' polished right hand door mirror assembly with gasket £40. MGB s/h chrome bumper £40. MGZR dark blue rear bumper £40 07968 048762, Worcestershire

MB SPARES

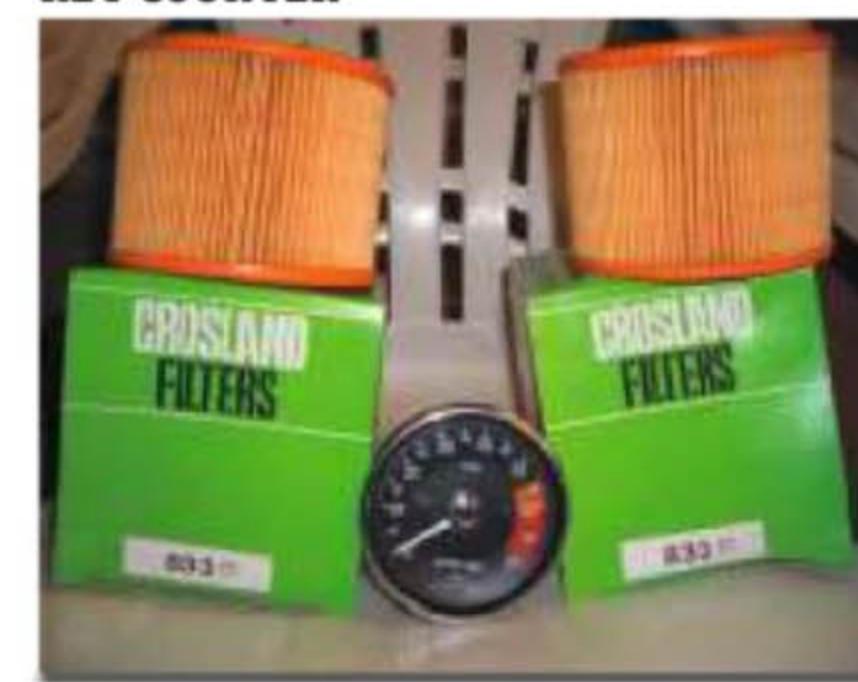
Inner sills to floor repair panels (both sides) £75, British made, new 01692 500988, Norfolk

MICHELIN 'X' RADIAL TYRE 155 X 14



£45, A new never used tyre but a few years old, it still has the manufacturing moulding flashing etc. Very suitable for a concours car as in perfect condition. For sale at a fraction of the new cost 07446 881808, Nottingham

REV COUNTER



£80, ono, MGB GT Smiths 0-7000 rpm rev counter, negative earth in very good condition. Pair brand new, unused, Crosland 833 air cleaner elements 0115 9385003, Nottinghamshire

ROVER P4 GLASS WINDSCREEN WASHER BOTTLE

£95, Including P&P, real genuine glass, very rare, free UK only post tel/txt 07980-105313 Derbyshire

ROVER P4 TOOLKIT IN TRAY

£150, Plus P&P, rare, original, in top order plus £15 p/p tel /txt, 07980 105313, Derbyshire

ROVER P6 ORIGINAL WORKSHOP MANUAL ETC. ROVER 200 (R8) REAR SCREEN

2000 & 2200 original 'Repair Operation Manual' £35. Original handbook £10 each. P6 s/s door mirror glass housing only, £20. Bonnet badge £25. New mirror stem £10. Rear R8 new rear screen £45. New frt brake disc £10 07968 048762, Worcestershire

ROVER SDI 2600 BARE CYLINDER HEAD

Open to offers, Hardly used, still in original box, please call 07831 240333, Lincolnshire

SEATS



£150, Open to offers, in very good condition for age some areas of light corrosion but overall very good condition. 01473 620394, Suffolk

TWIN SU CARBS

£175, ono, Twin su carbs on Volvo manifold in good condition will fit Volvo amazon or p1800 140 may fit other models 07770 837133, Staffordshire

TYRES



£60, pair unused, E60x13 biasbelted tyres, ideal classic Anglia/Cortina, £60. Pair tyres, £40. Pair 185/70/14 studded ice tyres, Kleber, £50. Pair 5.20x15 m+s tyres, £40. Pair Town+Country classic tyres, old 14", £30 07855 542195, Lancs

VARIOUS

Austin Healey 3000 twin carburetor manifold, fun twin s.u carbs, casting aluminium No AEC 957, vapor blasted, £300, V5C and history for MK1 3000 and MK 2A both RHD, big Healey for sale separately 07840 400569, Bristol

STEERING WHEEL HANDLE

£10, Including P&P, clamp on control handle for quick turns to aid parking. Turn will fit up to 1in diameter wheel, was last used on my Series Land Rover 01376 343559, Essex

RADITOR HOSE

£22, Plus P&P, top radiator hose un used for zephyr 6 zodiac mk111 01803 812932, 07842 960124, S Devon

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VAUXHALL CALIBRA SPARES

£150, ono, Rear hatch with big spoiler, 2 doors, headlights, rear lights, stainless exhaust, bumpers and more. Price for the lot 01969 622331, North Yorkshire

VOLVO TOWING REAR SPRINGS

£45, Including P&P, A full set of assisted rear springs and shock absorbers for 740/940 models, used to two my caravan. Free post to mainland UK 01376 343559, Essex

VW BEETLE PARTS



£25, VW Beetle 1303cc Starter motor & coil 1970 been in garage decades, working OK when removed ideal spares or rebuild, to useful to bin for more info call or text 07766 704617, Kent

WHEEL



£20, Ford 5 stud wheel with 185 R13 800 unused tyre came of 1965 Zephyr six. Collected from Cheltenham area 01452 854361, Gloucestershire

WHEELTRIMS



£35, Plus P&P, Granada Ghia set wheeltrims 4. Good condition, can post £6 extra 2 packages at £3 if required 01234 213871, Bedford

WIRES AND TYRES FOR MGB ROADSTER

£200, Please call 07593 438955, Surrey

WOLSELEY 4/4 PARTS

Bonnet no rust or dents £50 +P&P. Other parts some glass. Please call or arrangment 01636 822042, Nottinghamshire

WOOD RIM ASTRALI WHEEL



£95, Wood Rim Astralil Wheel all original was fitted to Triumph spitfire 1960s with centre boss horn push missing in very good condition for more info call or text 07766 704617, Kent

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C8 JDG

£750, ono, Registration number held on certificate 07917 802173, 7, Enfield

CHERISHED NUMBER PLATE

HHH 6V

£1,200, ovno, HHH 6V on Retention Certificate 07920 022718, South Yorkshire

LEO 364 REGISTRATION NUMBER

Open to offers, On retention, open to offers. 07944 852411, Linlithgow

NUMBER PLATES

MHO 545
NDF 80
LJY 976

Private registration numbers, REG: MHO 545-£2000 ono, REG: NDF 80-£3000 ono, LJY 976-£1500 ono, all on retention, certificates for easy transfer, please call. 07840 400569, Bristol

0005 XKR

£500, 0005 XKR on retention. Available for immediate transfer 07831 471727, Somerset

PRIVATE 'PRESTIGE' PLATES

NBK 91

From my collection, REG: REG: NBK 91-£3000 ono, on a 10 year retention, certificate for transfer to your car quickly! 07840 400569, Bristol

REG NUMBERS

AVG 325 £795, ROG 15R £14,995, YPK 11 £2,995, private sale, no VAT. 01692 500988, Norwich

REGISTRATION PLATE

£1,200, ono, OJY 551 on retention ready to transfer. 07840 400569, 01225 852852, Bristol

J55JX1 REGISTRATION PLATE

Open to offers, on retention, please call. 07944 852411, Linlithgow

JAG72Y REGISTRATION PLATE

Open to offers, On retention, please call. 07944 852411, Linlithgow

WANTED

BRIGHTWELLS CATALOGUE
Wanted. Brightwells Classic Car auction catalogue wanted for their sale on 4th September 2019. Please contact Gareth. Many thanks. 07790 120054, South Wales

CAR AND MOTORCYCLE PARTS

Wanted. Car & motorcycle parts, used & NOS. Instruments, lighting, switches, electrical, accessories, mirrors, etc. any other parts from 1900 - late 70s. Good price paid and prompt collection from anywhere. 07788 961514

FUEL FUNNEL

Wanted. Pre 1920s very large fuel funnel. These are usually round in shape and probably at least 12 inches diameter. Good price paid. Will collect from anywhere. 07788 961514

GARAGES/WOKSHOPS CLEARED

Wanted. Garages, workshops & sheds cleared anywhere. Collections purchased. Vintage/Classic motorcycles wanted. Good price paid, prompt removal. Considerate assistance given with deceased estate. 07788 961514

HARVEY FROST TYRE CHANGER

Wanted. Harvey Frost 1930s tyre changer wanted for a garage display. The one I'm looking for has a round cast iron base with cast in raised words. Will collect from anywhere. 07788 961514

MK1 AND 2 MINI PARTS

Wanted. Any 1960s Mini Mk1 and 2 parts wanted. Good prices paid and prompt collection from anywhere. 07788 961514

PETROL PUMP

Wanted. Old filling station petrol pumps for restoration. Anything considered. Will collect from anywhere. Good price paid and prompt collection. 07788 961514

SEATS WANTED

Wanted. Pair of seats to suit Edwardian period car. What do you have? Good price paid and prompt collection from anywhere. 07788 961514, Halstead

SIGNALS WANTED

Wanted. Enamel or other signs. Any old motoring related signs, also any automobilia and collector's items. Whole collections or single items. Good prices paid and prompt collection from anywhere. 07788 961514

SPLINED WHEEL CENTRES

Wanted. A set of 52 mm splined wheel centres wanted. The hole in the centre should measure about 71 mm across the splines. There should be 70 spoke holes. Good price paid for the right ones. 07788 961514

Wanted. NVE 757 Bond Minicar 1955 being genuinely restored, lost old-type Logbook & Documents wanted for DVLA to retain registration. Chassis no G5 9074 DF. Any Information or History gladly received. 01258 840285, Dorset

Wanted. 14 inch, good condition, poor if low price if need chroming, please call. 01366 383155, Norfolk

WANTED

Wanted. Classic old car wanted in exchange for a 2011 Honda CBF1000ABS motorcycle. Cash either way. Looking for a roadworthy. British car over 40 years of age. Please text or phone me to discuss offers. 07580 364434, Merseyside

WORKSHOP MANUAL

Wanted. For Honda Motorcycle NX Dominator 650cc 1998. Please call 0161 7641145, Bury

AUSTIN HEALEY 3000 PARTS

Wanted. Shell, whole or front/rear, bulkheads/firewall etc. Any useful parts, whole 3000cc rockershaft complete for B.M.C C series engine. 3000cc type & manual flywheel, Lucas starter. Type M418G. 07840 400569, Bristol

AUSTIN SEVEN RUBY LEATHER COVERS

Wanted. Both side front seat base leather covers - used good condition in green. 07871 101042, Leicester

HEAD RESTS

Wanted. for a Rolls Royce Shadow 2. Good condition. Also need two side mirrors, headlight and the trim and any spares, call anytime. Cash waiting. 0207 2863344, 07399 079132, London

HEADLAMP BEZELS & RAC BADGE

Wanted. Headlamp bezels for Riley 1.5 in VGC, also RAC badge metal, not square or round shape. 07771 510562, Norfolk

LANCIA FULVIA COUPE BONNET WANTED

Wanted. Seeking decent Fulvia Coupe Bonnet Steel or aluminium do not mind one needing some work also set of seats to recover. 01202 593067, Dorset

LANCIA FULVIA COUPE DASHTOP WANTED

Wanted. Seeking an uncracked Vinyl dashtop for a Series 2 or 3 fulvia coupe and a tool kit too. 01202 593067, Dorset

MERCEDES W123 2.0 PETROL ENGINE WANTED

Wanted. Seeking good running 2 litre petrol engine for 1980s Mercedes W123 model.. 01202 593067, Dorset

NEW HEADLAMPS.SILVER FRONT WINGS ETC

Wanted. Pair of new headlamps & new/good second hand left hand front door lock part number 8A2837015A. New ignition coil for 2.0l petrol engine. New ignition switch/ key. Good second hand silver front wings etc. 07968 048762, Worcestershire

NVE 757 OLD STYLE LOGBOOK

Wanted. NVE 757 Bond Minicar 1955 being genuinely restored, lost old-type Logbook & Documents wanted for DVLA to retain registration. Chassis no G5 9074 DF. Any Information or History gladly received. 01258 840285, Dorset

Wanted. 14 inch, good condition, poor if low price if need chroming, please call. 01366 383155, Norfolk

ROVER 75 NEW ORIGINAL EXHAUST SYSTEM & TOWBAR ETC

Wanted. Original Diesel exhaust or original Bosal rear silencer new (part number 290-967) or good second hand. New towbar preferably with electrics. Also miscellaneous new spares. 07968 048762, Worcestershire

WIRE WHEELS WANTED

Wanted. Bolt on wire wheels to fit an Alvis TA14. Anything considered. Can poss collect if out of my area.. 01766 762506, 07801 289708, Gwynedd

WOOD

Wanted. Polished mahogany wood for around doors etc, any other spares for 1979 for a Rolls-Royce Shadow 2, ring anytime. 0207 2863344, 07399 079132, London

ASTON MARTIN ALL MODELS

Wanted. All old Aston, DB24/DB4/DB5/DB6/DBS, also all old parts required. Will travel anywhere 07836 639603, Essex (T)

AUSTIN HEALEY ALL MODELS

Wanted. Interested in all models, as well as old parts 07836 639603, Essex (T)

BMW ALL MODELS

Wanted. 3.0 CSL coupe, CS1 coupe etc. Any condition. Cash, will travel anywhere. Please call Steve. 07836 639603, Essex (T)

BRISTOL WANTED

Wanted. All models, any condition considered 07836 639603, Essex (T)

FERRARI ALL MODELS

Wanted. Interested in all models in absolutely any condition, restored or unrestored 07836 639603, Essex (T)

FORD ALL MODELS

Wanted. Any Ford in any condition will be considered 07836 639603, Essex (T)

FORD ESCORT MK3

Wanted. Must be 3 door, MoT/ Paperwork not important 07946 53801, Birmingham

JAGUAR ALL MODELS

Wanted. E-Type, XK, MKII MKVII, MKVIII, MKXI and MKX etc. Daimler Darts and similar cars in any condition 07836 639603, Essex (T)

JAGUAR XJ6

Wanted. X300, MoT failure or rear damage, must be executive in dark green 07836 662966, Cheshire

JEEP ANY

Wanted. Pre 1975 Jeeps including WW2 and Hotchkiss models up to £20,000, any conditions, good prices paid and agreed on the phone before collection, call Robert U'Ren from willysjeepuk for an easy going chat 01548 521278, Devon (T)

JENSEN ALL MODELS

Wanted. Interested in all models in absolutely any condition, restored or unrestored 07836 639603, Essex (T)

KIT CARS ALL MODELS

Wanted. GT40's, AC, Lambo etc. Any Kit Car in any condition considered 07836 639603, Essex (T)

LOTUS CORTINA, CARLTON, ELAN ETC

Wanted. Anything Lotus in need of restoration or restored considered, good or bad 07836 639603, Essex (T)

MERCEDES SPORTS & CLASSIC

Wanted. Mercedes sports urgently wanted. We pay more than anyone for your Mercedes sports or classic. Any condition whatsoever. Please call 01322 669081, 07836 250222, www. peterjarvis.net, Kent (T)

MERCEDES-BENZ WANTED

Wanted. 190SL, 230SL, 250SL or 280SL, any condition, any year 07836 639603, Essex (T)

MG WANTED

W

Annie Mulcrone 01733 366374

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1935 AUSTIN SEVEN RUBY	very good paint and chrome, solid underneath, running and stopping very well, recent new tyres and battery, re-upholstered, sunroof, some history	£6,250
1938 AUSTIN BIG SEVEN	six light, four door example, recently toured France, drove 50 miles to us, sound body, good interior, sunroof, sweet engine, history	£5,750
1954 AUSTIN A40 SOMERSET	very good paint and chrome, re-upholstered, new headlining and carpets, running beautifully, electronic ignition, engine and brakes overhauled, huge history file	£5,950
1956 FORD PREFECT 100E	attractive starter classic, running nicely, body seems sound, very good interior, extras include sun visor, spot lights etc, some history	£4,950
1960 VOLVO 122S	early Amazon in lovely condition throughout, rebuilt B16 engine, lovely interior with re-upholstered seats, spares, workshop manual, V5C	£7,950
1966 MORRIS MINOR 1000 TRAVELLER	excellent paintwork, sound with good interior, brakes servo, seat belts, modern radio/CD, MOT, woodwork needs a little TLC hence price	£6,250
1967 FIAT 500 ABARTH	created by Radbourne Racing in 70's, upgraded with 126 engine in 90's, 4 port head, Brembo brakes, steel sunroof, roll cage, racing seat etc, history, with MOT	£15,950
1968 MG MGC GT	recently restored to high standard, superb in Grampian Grey, new red leather interior, Webasto roof, engine rebuilt, new clutch, radiator, fuel tank, history, MOT	£20,950
1971 MORRIS MARINA 1.8S	timewarp unweldeed condition, sweet 1.8 litre engine, teal blue with limeflower interior, low mileage, history, recent brakes, manuals	£4,950
1973 TRIUMPH STAG MK2	lovely in Sapphire Blue, excellent interior, recent bare metal re-spray, manual with overdrive, s/s exhaust, running beautifully with MOT	£14,950
1975 TRIUMPH TR6	lovely in French Blue, restored by Rawles Motorsport, excellent body, paint, interior and hood, hardtop available, extensive history, MOT	£19,950
1976 MG MIDGET 1500	stunning car, huge amount spent on restoration, running well with new MOT, lovely bodywork, hood cover, tonneau cover, roll-bar, luggage rack, huge history	£5,250
1977 LAND ROVER SERIES 3	very tidy straight example, sound with very good paint, excellent interior, running well, nice reg, V5C	£9,750
1985 BMW 320i BAUR CABRIOLET	restored in 2018, brakes and suspension overhauled at same time, hood service history, recent DAB radio	£3,950

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APY 240A		HAH 562T
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SPARES AND PARTS

The image is a promotional collage for Europa Specialist Spares Ltd. It features a central red oval logo with the word 'EUROPA' in large blue letters and 'Est 1981' below it. The word 'EUROPA' is outlined in white with a blue shadow. Below the logo, the text 'EUROPA SPECIALIST SPARES LTD' is written in white. The collage is divided into several sections: 'Classic & Retro Seats' (showing four different seat styles), 'Instruments & Gauges' (showing various analog and digital gauges), 'Lighting' (showing various lamps and light fixtures), 'Fasteners & Latches' (showing various locking mechanisms), 'Warning & Switches' (showing various switches and indicators), 'Boot Racks' (showing a stainless steel and aluminium boot rack), 'Battery & Electrical' (showing batteries and electrical components), 'Fuel Systems' (showing fuel filters and hoses), 'Steering Wheels' (showing four different steering wheel styles), 'Interior & Exterior Mirrors' (showing various mirrors), 'Brightwork' (showing various door handles and trim pieces), and a 'NEW PRODUCTS' section (showing a variety of new items including two fans, a toaster, and several small components). The background of the collage is white, and the overall layout is clean and organized.



Call our Sales Advice Team
+44 (0) 1283 815609
email: info@europaspares.com
www.europaspares.com

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SEALS

The advertisement features a red circular badge on the left with the text 'NEW CATALOGUE' and 'ISSUE 10'. Below it is a white catalog cover with 'SEALS+DIRECT' and a QR code. The main background is a large, dynamic image of water spray and droplets. On the right, bold red text reads 'Rubber seals and trims for classic, modern and kit cars'. Below this, in black, is 'FREE, fully illustrated catalogue Please visit our website or call 01425 617722'. At the bottom, the company address 'Seals+Direct Ltd, Unit 6, Milton Business Centre, Wick Drive, New Milton, Hampshire BH25 6RH' and email 'Email: sales@sealsplusdirect.co.uk' are given. The bottom banner repeats 'MARINE INDUSTRIAL CARAVAN AUTOMOTIVE' and includes the website 'www.sealsdirect.co.uk'.

RESTORATIONS

UPHOLSTERY

SUBSCRIPTIONS

VEHICLE TUTORIALS ONLINE

The advertisement features a blue header with the SkillShack logo, which includes a house icon with a play button, the text 'SKILL SHACK With prac CLAS', and the website 'skillshack.co.uk'. Below the header, the words 'WATCH & LEARN' are displayed in large, bold, white capital letters. Underneath this, a white text box contains the following text: 'Tuition videos that give you the essential skills you need to maintain, improve and restore your classic car'. To the right, a yellow circular graphic contains the text 'Unlimited access!' in large black letters, followed by 'Become a member today to watch as many videos as you want!' in smaller black text. At the bottom, a large yellow call-to-action button with the text 'BUY NOW AND SAVE 25%' in white, bold, sans-serif font. Below this button, the text 'Quote MAGSAVE25 at our online checkout to SAVE 25% off an annual membership' is displayed in white, and 'Visit www.skillshack.co.uk/join' is shown in a larger, bold, blue font.



THE WAY WE WERE

SUMMER 1967 **DONCASTER, SOUTH YORKSHIRE**

Doncaster's North Bus Station Car Park was considered to be the epitome of modern glamour when it first opened in 1967 – even more so with these evocative classics parked outside

The 1967 'Summer of Love' didn't just hit San Francisco and swingin' London – it also hit Doncaster, where much adoration was directed towards a bold new architectural masterpiece that sent people flocking to the town from as far away as, er, Rotherham.

Satanic mills, black lead factories and a tripe works were all swept aside for the magnificent example of Brutalist form that was the North Bus Station Car Park.

Actually, maybe there's a bit of poetic licence there because earlier pictures suggest that it was actually some rather nice Victorian buildings that met their fate. But who wanted that horrible red brick rubbish when such a magnificent structure was there to replace it?

This was a fine time for Doncaster, with local girl, Diana Rigg – who, amazingly, did not perform the opening ceremony for the new car park – doing very well in

The Avengers on TV. It was the perfect environment for a car park extraordinaire, a wonderland in reinforced concrete so glamorous that it appears that the cars here had been forced to stay outside because they weren't sufficiently prestigious.

So what do we have here? Well, starting from the right we have a partly visible Austin A40 – note the AA badge on the grille. Moving along, we have a Morris Mini, whose bumper overriders and wheeltrims suggest that it is a Super De Luxe. It doesn't have a Cooper grille, but look carefully – isn't that an Esso petrol 'Tiger in Your Tank' toy on the rear parcel shelf? That would be worth an eye-wateringly large sum today...

Sadly, rust seems to be taking a bit of a hold on BMC's finest here, which would have been around five years old at the time.

Next is a 1965 Vauxhall Viva Deluxe HA, an easy car to drive in busy streets thanks to its light steering and predictable handling.

NICK LARKIN

A legend in his own bus timetable, PSV-phile Nick contributed to the very first issue of *Classic Car Weekly* way back in May 1990.

The locally-registered Morris Minor alongside is a later Series II, judging by its radiator grille.

A pre-Aeroflow Ford Cortina MkI is next, followed by a Ford Zodiac MkIII, which would be a fine addition to any car park line-up. Surely of even greater prestige is the early Rover P5 parked next to it, identified as an early (1958-61) model by the lack of quarter lights.

The next car – a Ford Zephyr MkIV – would have been brand-new when this photo was taken, looking at its F-suffix registration.

These, the last large cars designed by Ford of Britain, met with limited success. Note the V6 bonnet badge.

A Wolseley 1500 occupies the next space, followed by an extremely rare Ford Escort estate, based on the 300E van and produced alongside the Squire estate car from 1955-61.

Next to that is an Austin 1100 with the front number plate on the radiator grille – was it used in motor sport, we wonder?

Also, note the glimpse of the BMC Farina seen in the car park above the Rover P5 – how is it that its owner was afforded passage into North Bus Station Car Park, when so many other cars here weren't?

This evocative scene would've been accompanied by the delicious sounds of the mighty co-occupants of the building. Doncaster was bus heaven in 1967, with the beautifully kept maroon and cream corporation fleet, other municipal buses and large 'company' operators, such as Yorkshire Traction, and a true

myriad of small independent companies, not least Harold Wilson, which shared its name with the Prime Minister of the day.

Sadly every single one has gone, and the car park closed its doors for redevelopment in 2003, and the plaque declaring the building open was presented to the transport museum at Sandtoft.

'Look carefully – isn't that an Esso petrol 'Tiger in Your Tank' toy on the rear parcel shelf? This would be worth an eye-wateringly large sum today...'

PRICE OF CHILDHOOD NOSTALGIA



A TOUCH OF LUXURY

Chrome trim identifies this Vauxhall Viva HA as a well-equipped deluxe model.

MINI SUPER RUSTY?

Mini Super Deluxe is showing signs of rust in its door hinges and ahead of the rear wheel.

THE WAY WE WERE: VOLUME 4

Head back to the days when cars from Austin, Morris, Rootes, Standard-Triumph and Ford ruled the nation's roads in this special edition magazine. It's packed with British street scenes from the 1950s to the 1990s, with CCW's experts revealing more about the UK's best-selling cars. Go to tinyurl.com/ccwspecials to pick up this 100-page celebration of British motoring.

ON SALE ONLINE!



CAR OF 1967 AUSTIN 3-LITRE

Dare we suggest that this was a massive lost opportunity for BMC/BL, which hardly seems to have promoted what could have been a world-beating vehicle?

The replacement for the 'Big Farina' Austin Westminster shared its engine with the MGC, was an easy 100mph car, superbly spacious and rode beautifully, as well as

outhandling just about all of its contemporaries. The almost Germanic looks were instantly recognisable, and looked right up to date.

Sadly though, the car was not a huge success, with fewer than 10,000 built in four years. The obvious use of the doors from the BMC 1800 'Landcrab' hardly aided the car's desirability...

The 3-Litre had been intended to be the 'Big Daddy' of the range, but early examples lacked the wood and leather that buyers expected in 1967. Unlike its predecessor, there was no Wolseley model, either.

Thankfully, 3-Litres have their devotees today, who don't care where the doors come from but appreciate these excellent cars.



LOSE YOURSELF IN 1967



LAYING ROOTES IN THE UK

Lacklustre Hillman Imp sales helped to force Rootes into the hands of Chrysler.

Chrysler completed its gradual takeover of the Rootes Group in 1967, which had begun with an approach to the ailing British manufacturer four years previously. The move followed



Chrysler's desire to have its own European operation, much like BMC and Ford. The resultant Chrysler UK met with only limited success, however, and Peugeot bought it in 1978.

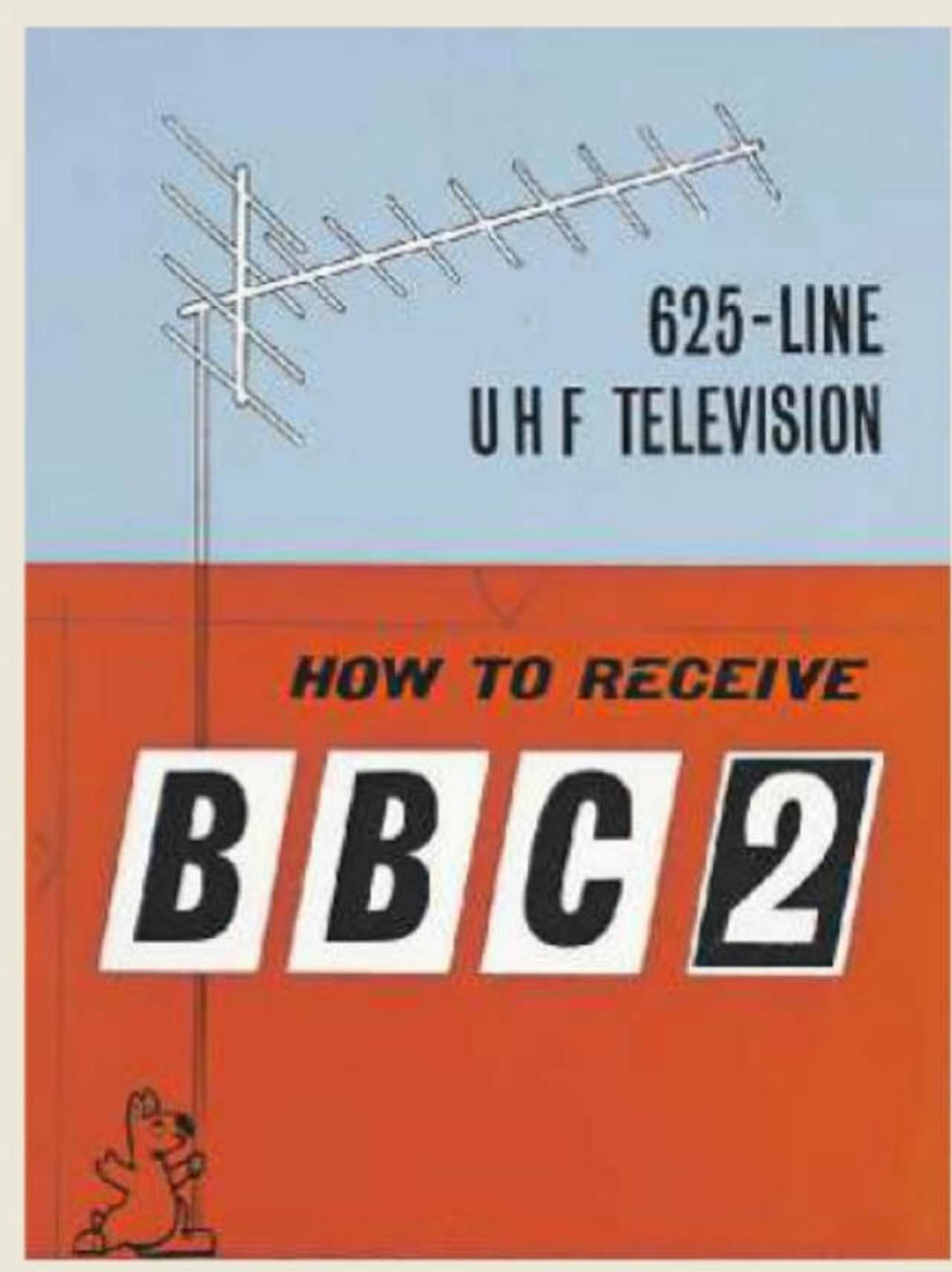
TOO MANY TIPPLES

That extra sherry at the bridge club

could result in a one-year driving ban and a hefty fine if you failed a breathalyser test on the way home. Introduced by transport minister, Barbara Castle, in 1967, the device was said to have reduced road deaths by 16 per cent in a year. The limit was 80mg of alcohol per 100ml of blood – the same as it is today in England.

BEEB IN COLOUR

Colour TV came to Britain in 1967, but only on BBC2. Amazingly, John Logie Baird had demonstrated this technology in 1928, nearly 40 years before the BBC's milestone. Wimbledon was the first programme to be seen in colour, in July. ITV and BBC1 only got around to following BBC2's example two years later.



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